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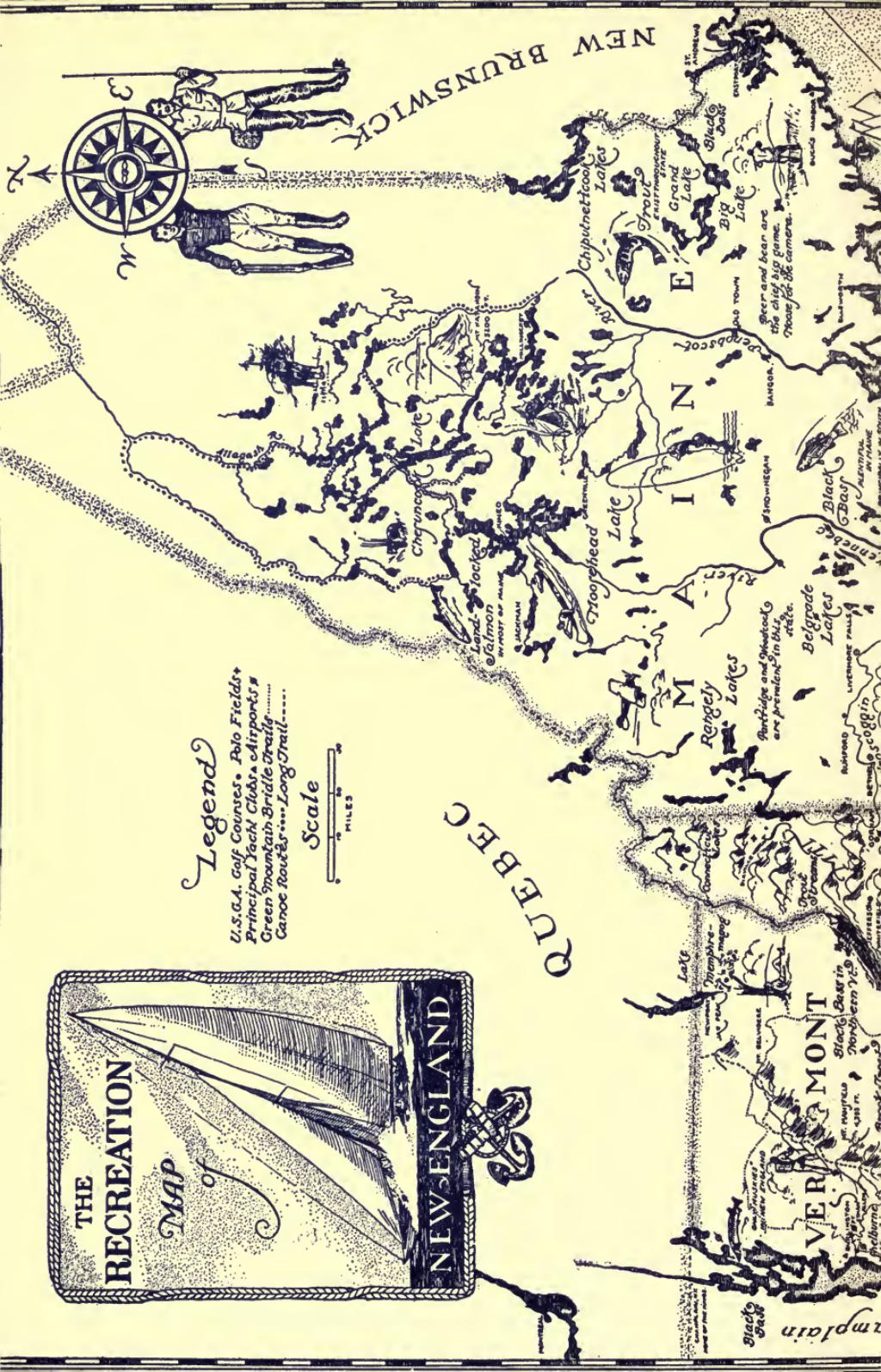
NEW ENGLAND



Legend

U.S.G.A. Golf Courses • Polo Fields •
Principal Yacht Clubs • Airports •
Green Mountain Bridle Trails •
Canoe Routes • Long Trails •

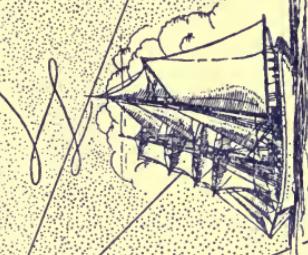
Scale



To the Maritime Provinces

ATLANTIC

OCEAN



A detailed historical map of New England, specifically the states of New Hampshire, Massachusetts, Rhode Island, Connecticut, and parts of New York and Vermont. The map is filled with numerous illustrations of people in various historical costumes, including Native Americans, Pilgrims, and early settlers, engaged in activities like fishing, farming, and trading. The map also features a compass rose at the top, a scale bar, and labels for major cities, rivers, and bodies of water. The style is a woodcut or engraved print, with a focus on depicting the daily life and culture of the region's early inhabitants.

Trout in stream

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COURTESY OF
LIFE MAGAZINE

MAP COUNTRY

What to See and Do

IN

NEW ENGLAND

From the collection of the

Prelinger
Library

San Francisco, California
2006



SPRING VISITS NEW ENGLAND

What to See and Do

IN

NEW ENGLAND

How to Get the Most Out of Your Trip

BY

GEORGE W. SEATON

Author of LET'S GO TO THE WEST INDIES

WHAT TO SEE AND DO IN MEXICO

WHAT TO SEE AND DO IN SCANDINAVIA

New York • 1940

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Printed in the United States of America

For

W. WHITING FREDENBURGH

*Why I enjoy writing about
New England—*

Foreword

IN COMMON with most Americans, when I thought of travel I thought of somewhere abroad. Then a French friend came to America during the autumn leaf season. As an incident of his visit I took him for a drive through the Berkshires, and watched him go mad. Finally, with honest bewilderment, he asked me why, with so much beauty in my own backyard, did I ever bother to go anywhere else?

I was grateful to him, for he made me realize at last that I had been looking at New England for years without ever seeing it. Then I began looking at it and seeing it, and found interest, beauty, and charm that I had never imagined. To my surprise, New England had everything that I had been wandering around the world to find.

If you want history, its stories are part of the very soul of the country. If it is quaintness you seek, I will match the narrow streets of Marblehead against any foreign village. When you look for art you may find a greater quantity in the museums abroad that have been hundreds of years in the making, but nowhere will you find better quality than in the museums of Boston, Worcester, or New Haven. If you are a lover of natural beauty, you will find it where the surf dashes along the coast, where the pine forests mantle the hills, and in the hills and mountains themselves.

So having done three books about places outside of the United States which people seemed to like, I thought that I would do one about my own country for a change. I have no particular intention of presenting another "see America first" argument. I merely want to point out how much the American misses if he travels only abroad and never sees America at all.

And to a peculiar degree New England epitomizes the best of American life. The influence of New England is far afield in our land, perhaps because the sons and daughters of New England have always been wanderers. I have seen villages in Ohio, with trim white houses grouped around a central green, that might have been transplanted direct from New Hampshire or Maine—and discovered that these villages were settled by migrating New Englanders over a hundred years ago, and then these trim white houses began to breathe an unconscious homesickness, and to tell the story of the backward looks of the first settlers who had built them.

In this book I cannot hope to cover all that New England which I love so well. All I can do is to try to give you some idea of those places which you can conveniently visit during a long or short vacation, choosing the ones which seem to me to offer some typical interest. It would take a lifetime to see everything New England has to offer, and most of us, being under the necessity of making a living, haven't a lifetime to spend in just looking. So consider me, please, in the rôle of *maître-d'hôtel* who has just handed you a huge and varied menu, and who is now trying, as tactfully as he can, to help you select the dishes which you will find most tasty.

Acknowledgments

I wish to express my deep appreciation to the New England Council in general and to Mr. Wallace Dickson in particular for the photographs which illustrate this book; to *Country Life*, New York, for their courtesy in permitting the use of the Recreation Maps of New England appearing as end papers; and to Mrs. Cornelia K. Goodrich and the staff of the public library at Kingston, N. Y., for their help in collecting the statistical material.

G. W. S.

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Part One

NEW ENGLAND IN GENERAL

*A chapter devoted to
honest enthusiasm—*

/

New England in General

NEW ENGLAND IS MORE than a locality. It is also a state of mind. Geographically it is not large, as size goes in America. If you could place the 66,424 square miles of New England in the state of Missouri, there would be enough room left over for most of Connecticut or two Rhode Islands, or for a quarter of Maryland, or for a third of New Jersey. Yet in this little space well over eight million people are able to find a

greater or less degree of well-being—and after you have seen a few New England cities and particularly some New England villages, you will agree that it is usually greater.

These eight million are in no wise distributed evenly through the six New England States. About four-fifths of them live in Connecticut, Massachusetts, and Rhode Island, which comprise only two-ninths of New England's total territory.

As New England was a land reached by people from over the sea, and as the early wealth of the colonies was derived from ocean trade, it is inevitable that the greatest centers of population should have been either along the coast or along streams affording easy access to the coast. And as the trend, once started, was sure to persist, the greatest centers of population today are near the waters of Long Island Sound or Massachusetts Bay.

The variation in density of population inevitably leads to almost startling differences in the character and appearance of the six states. Few places are more dissimilar in appearance and general manner of living than the state of Maine, with a population density of only 25.5 people to the square mile, and Rhode Island, where the density reaches the startling figure (for the United States) of 627 to the square mile. As a result, there are thousands of square miles in central and northern Maine where the moose, the bear, and the lynx are little disturbed by man, and hardly a square mile of Rhode Island where the hand of man is not much in evidence.

Yet if you were to ask me which I preferred—the silences of Maine's open spaces or the bustle of Rhode Island's busy cities—I would find myself puzzled, for I like them both. Take either away, and I would have a sense of loss, for the pine trees of Maine and the factories of Rhode Island are somehow of equal importance to that varied picture which is New England, and to slight either one is to miss the picture as a whole.

Today America is broadly divided into East and West, but

during the longer period of our history when the West began across the mountains of the Appalachian range, the division was between the North and the South. And perhaps that is the reason why the history of New England has such a great importance to the history of America as a whole. The New Englander was always a wanderer. Life was never easy in the northeastern states, and during the agricultural period of America's development, the sons and daughters of New England were ever traveling far afield in search of richer soil, where less back-breaking labor would still wrest a living from the land.

The Southerner, satisfied with his lands and his climate, was more often content to stay home. He did not have the same need to go pioneering, and consequently left the frontier development more and more to his New England cousins. And these cousins, in their wanderings, took with them the legends, the folklore, and the history of the lands they had left behind. Perhaps that is why most schoolboys think first of Plymouth Rock in connection with the first settlers, instead of thinking of the earlier settlements further south.

Story and song have also played a large part in fixing the national conception of New England and its landscape and its character. For New England, having been for long the literary center of America, became a familiar part of the country to thousands who had never seen it but who had read the stories and poems of New England authors about it. "The breaking waves dashed high, on a stern and rockbound coast" has given our young a picture of the New England landscape sadly at variance with the reality of a coast which for its greater extent is neither; and Whittier's "Snow-Bound" has convinced other thousands that the New Englander spends the winter alternately holing up and digging himself out again, and the time between these operations eating apples in front of a roaring fire. Probably, if due allowance is made for

poetic license, that was a true enough picture of one side of life in Whittier's day, but now the great-grandchildren of the people whom he described don't have to dig out, for the motor-plow does it for them, and don't spend much time stuffing apples before the fire, because they prefer skiing.

It is only in late years that the New Englander has himself realized what treasures he has at home. True to the legends of his seafaring ancestors, men to whom Singapore and Pago Pago were as familiar as Boston, the New Englander has traveled far afield for his recreation. He still does, and quite rightly, but he familiarizes himself much more with the beauties of his own back yard than he used to. A determined effort is being made by the states to develop New England as a vacation resort, partly through that devotion to the profit motive which makes a New Englander hate to see anything wasted, but even more I believe from a deep love of his own land and its history, and a justified native pride which makes him wish to share that beauty and interest with as many people as possible.

As usual, the New Englander is practical in his methods. He realizes that a mere invitation is not enough. Consequently nowhere in America are the roads generally better, nowhere are they more perfectly marked, nowhere is that necessary evil of the motorist, the traffic cop, more apt to let the visitor off with a warning for an offense that would cause a resident much trouble, unless the offense is drunken driving. Then the police and the courts are often merciless, and rightly so. The crowded highways of New England are no place for irresponsibility.

The New Englander's love of his own land and his appreciation of its beauty have led him to set aside many of its lovelier areas as state parks to preserve them for all time. He is even trying to get rid of his billboards and once he gets himself thoroughly aroused, he will succeed. But they are

no worse than in other states, and as the best of the scenery is mostly in state parks where billboards are not allowed, you may not be bothered by them as much as elsewhere.

New England is easy on the traveler. The distances are short, and the scene is varied. In the course of an afternoon a bus or a train or your own car will take you from the seacoast at metropolitan Boston to the scenic glories of the White Mountains. Mind, I don't say that you ought to do this in an afternoon. If you are in New England for the first time, I believe that you should take a day at least, for there is much to look at on the way. I merely cite it as one of the possible contrasts that you can find within a short distance, and as proof that there is no more varied, interesting, and at the same time compact vacationland in America.

*Some general information
that may be useful. Notes on
hotels and suchlike details—*

2

When to Go to New England and How to Get There

NEW ENGLAND is becoming known as the holiday land of America, and as most people do their playing in the summer-time, that is the season when the hotels, the trains, the boats,

the planes, and the highways are the most crowded. Certainly the people who go there in the summer will find a smiling land with many other vacationists reveling in the perfect bathing and the brilliant sun that summer gives, but I like the spring and the fall best.

Spring is a hesitant goddess in her visit to New England lands, and also a capricious one. If the traveler is visiting only the larger cities, weather means little to him, but for the one who is going to the countryside it means a great deal, and to the motorist it means the difference between a good and a bad trip. April alternates cool and warm days. Sometimes after a sudden storm the upland roads like the Mohawk Trail are open but difficult to drive over, with high snowdrifts on either side. I always like driving during early May when the apple blossoms are open and the whole country seems a gigantic bouquet. At this season the summer rush has not yet started, the roads (except on Sunday) are not crowded, and I can enjoy not only the apple blossoms but also the laurels, the dogwoods, and the spring wildflowers.

But while spring is beautiful, the autumn is marvelous. If you can get to New England in October, after an early sharp frost, the whole country will look like a bouquet—in fact, it will be one. The red of the maples is exclamatory against the brown-yellows of the oaks, and the green of the pines. The air is cool without being too chill, and is so clear that each tree stands out on the distant hills like a detail in an etching. Again, the traveler in the fall will avoid the great rush. Although many of the hotels will be closed, plenty of them will still be open.

More and more people go to New England in the winter, particularly the devotees of winter sports, and each year better and more ample accommodations are provided for them. Winter sports have arrived at the point where it is worth the while of the New Haven and the New York Central railroads

to maintain bulletins in the Grand Central Terminal showing the snow conditions at the various winter-sports resorts. The main highways are kept open all the year round, and unless he is actually caught in a blizzard the winter traveler can have a thoroughly good time even by motorcar.

All in all, unless you are especially interested in winter sports, I would not advise you to go to New England in the winter unless it happened to be the only time of year when you could conveniently make the trip. In this case a winter trip is better than none at all. In summer the resorts are generally crowded, and there are many very hot days. Summer to me is the second least desirable time for a visit. In the spring or fall many, if not most, of the larger resort hotels either have not yet opened or have already closed, although this will not affect you in the cities, where they are naturally open all the year round. Only you can decide whether you prefer spring flowers or autumn leaves. I prefer the autumn leaves. Spring flowers are lovely the world round, but autumn leaves at their best are a distinctly American product.

What to Wear

For winter travel, particularly by automobile, you will want warm clothing. On many a day you will find that the thermometer is apparently lying to you, for you will feel far colder than you do at an equivalent temperature at home. Fur coats are advisable for both sexes, and so are good overshoes.

For spring and autumn travel, the clothes that you would normally wear at home will do nicely, with an extra sweater for the unexpected cold day that is liable to creep up on you. And the same applies to summer travel.

How elaborate your clothing should be depends on where you are going and what you are going to do when you get there. If you are a great sports enthusiast, you are probably already equipped for your favorite exercise, and consequently

need no advice from me as to what to get. If you are not, any reliable sporting goods store can tell you what you need. Just be sure that the store is sufficiently reliable so that it won't burden you with a lot of non-essentials for the sake of making a sale. A woman who intends to travel rapidly and to avoid the big resorts will find a couple of comfortable traveling suits and a simple dinner dress or so, with the necessary accessories, an ample supply. If she is going to spend a week at one of the great resort hotels, she will want more—probably much more if my years of slightly cynical observation count for anything. A man will need a business suit, a sport suit, and in the wintertime a dinner jacket, and that is about all. If he is going to the larger resorts he may need a dinner jacket and an extra white coat in the summer, although at many places on the Cape or along the coast he will find white trousers and a dark coat the conventional evening dress for the male. If you intend to use tourist homes and roadside camps, you will need even less. But take along a change of comfortable shoes. I find that a good rule to follow in packing for any trip is to lay out the things I can't possibly do without. Then I put half of those back in the closet, take the rest, and find that I have too much with me after all. *Keep it simple* is the first and last rule in traveling equipment. And keep it light if there is the faintest chance of your ever having to carry your bags yourself.

Cameras

Advice on cameras seems superfluous nowadays when everybody seems to own at least two. If you have a camera or so already, and a good light meter, you need no further advice from me. If you are one of those rare persons who hasn't a camera, I would say buy one, and consider it one of the essentials of the trip. In some places, but very few, you can buy really beautiful photographic postcards, but most that you

will find displayed at the various stands are crudely colored and badly printed horrors. And besides, your own pictures are much more fun. If it is your first camera, keep it simple. Something of the Kodak description will be best for you, and I would advise one not too small. If you get not less than $2\frac{1}{4}$ by $3\frac{1}{4}$ inch pictures, you will have a satisfactory record without the expense of enlarging—and can always have that especially good one enlarged if you want to. An anastigmat lens is a good idea even for the beginner, and a light meter is an especially good one.

How to Get to New England

There are connections to New England points from all over the United States and Canada by rail, steamer, bus, plane, and your own car. There is a paved road from every large or medium-size city in America to any principal point in New England, and any of the big gasoline companies will be glad to provide a map so carefully marked that it will be almost impossible to get lost on the way. People do get lost, but it really ought to be considered a stunt to do so.

First of all, by RAIL. The main rail highway into New England is the New York, New Haven & Hartford Railroad from the Grand Central Terminal in New York. On its way from New York to Boston it passes through Stamford, Bridgeport, New Haven, New London, Westerly, Kingston, and Providence. The regular expresses run from New York to Boston in five hours, and the excess-fare "Yankee Clipper" and "Merchants Limited" make the run in four hours and a half. Between New Haven and Westerly the road follows the coast rather closely, and there are many views of Long Island Sound from the right-hand side of trains bound to Boston and from the left-hand side of trains going to New York. A few trains go from New York to Boston via New Haven, Hartford, Springfield, and Worcester, but they take six hours for the

total trip. Trains from Washington and the South can be boarded at the Pennsylvania Station in New York, travel via the Hell Gate Bridge route (with a splendid view of the city on a clear day), and join the main line at New Rochelle, thence proceeding to Boston via the direct route through New London and Providence.

Trains from the west operate into New England over the tracks of the Boston & Albany, with one or two exceptions which use the Boston & Maine. Both routes are pretty scenically, the Boston & Maine being the better for landscape and the Boston & Albany having the more famous trains. On either road the ride through the Berkshire Hills is a delight. The Boston & Albany runs through Pittsfield, Springfield, and Worcester on its way from Albany to Boston; the Boston & Maine through North Adams, Greenfield, and Fitchburg. On the Boston & Albany the best views are between Pittsfield and Springfield, and are on the right on a Boston-bound train. On the Boston & Maine, after passing through the famous HOOSAC TUNNEL, the best views are generally on the left from the tunnel to Greenfield, and on the right from Greenfield to Fitchburg. Both lines connect with the New York Central to the west; the Boston & Albany at Albany, and the Boston & Maine at Troy.

From Canadian cities, trains run to and from Boston by various routes—all of them fine scenically, as they lead of necessity through the Vermont or New Hampshire mountains. The route of the night trains doesn't matter to you, as you will miss the scenery anyway. My favorite train in the daytime is the one operating over the Canadian National, the Rutland, the Central Vermont, and the Boston & Maine. If you can possibly spare the time, I believe that this ride is pretty enough to make it worth your while to give a day to it for the sake of the scenery. The Café Coach offers you civilized comfort at small extra expense, and the meals served in the little dining

compartment of the car are good. For a few miles after crossing the St. Lawrence on the way from Montreal, the scenery is uninteresting, but as soon as the line reaches the shores of Lake Champlain there are good views of the Adirondacks to the right (in clear weather, of course), and after leaving Lake Champlain there are good views all around you, almost all the way to Boston.

Boston is the railroad center of New England, and the three principal lines converge on that city. The New Haven (N. Y., N. H. & H.), as it is commonly called, serves Connecticut, Rhode Island, and Massachusetts to the east and south of Boston. The Boston & Albany operates across central Massachusetts from east to west, and the Boston & Maine serves northern Massachusetts, southern and central New Hampshire, Maine as far north as Portland, and has connections for northern New England, Canada, and the West. The Maine Central is fairly well described by its name. Its tracks begin at Portland, and it serves central Maine and New Hampshire. The name of the Central Vermont is again a descriptive one, although after running through Vermont from north to south the line continues across Massachusetts and Connecticut to New London on Long Island Sound. In northern Maine the Bangor & Aroostook leads to the famous Maine potato fields and to many of the northern hunting and fishing resorts beloved by sportsmen.

BUS TRAVEL is popular in New England and, while much slower than rail, gives you excellent views of the country. The bus has the advantage of proceeding through the cities which you can only glance at from the train. In its hunt for local traffic, it takes you off the new main highways designed to miss the center of the towns and into the towns themselves. If time is an item I would avoid bus travel in most of southern New England, but would consider it very seriously in the scenic sections of central and northern New England. If you

are not traveling in your own car—either because you haven't one or because you have decided that it is a nuisance, which it so often is—I would say desert the rail for the bus wherever the scenery is at its best. For instance, instead of passing through the Hoosac Tunnel, I would much prefer a bus over the Mohawk Trail far above the tunnel, thus seeing some of the loveliest views in America instead of being pulled through a hole in the ground under them. A veritable network of bus routes covers New England: not only the famous Greyhounds, but also those operated by the Boston & Maine, the Maine Central, and other railroads.

However, I would avoid bus travel on holidays or weekends. Although there are magnificent roads all over New England, on days when the Sunday driver is trying to find out how many cars can be placed end to end on each road, the bus, slow at best, becomes almost impossible, and you may be stuck for an hour or so with nothing to look at but the back of the car in front, and nothing to breathe but faintly diluted carbon monoxide.

STEAMER TRAVEL to New England is naturally limited to the coastal services. There are nightly boats, and good ones, from New York to Boston by Long Island Sound and the Cape Cod Canal. There are also excellent ships from New York to Portland, and from Boston to St. John (New Brunswick) and Yarmouth (Nova Scotia). The steamer trip is more expensive than the bus but less than the rail.

PLANE TRAVEL to New England is long established. The Boston-New York service is one of the oldest regular runs in America, connections being made at Newark Airport or La Guardia Field for all points in America. Within New England itself the distances are so short that the plane saves little time over the train, and as it is more expensive, flying within the boundaries of New England is likely to appeal only to the flying enthusiast or to someone who, never having flown at

all, wants to begin with a short hop to find out how he likes it.

The AUTOMOBILE which now stands in your own garage is all in all the best way to see New England unless you live so far away that the drive there and back would consume too much of your available time. If you want the convenience of your car when you get there, you can ship it by rail for the approximate cost of an extra first-class fare, provided there are more than two people using first-class tickets by the same route in your party. Your local station agent will give you the details—but pin him down hard as to just when your car will be delivered, or how long before your own departure you will have to ship it on to the central point, such as Boston or Portland or New Haven, where you are going to want to use it.

The private automobile has its disadvantages, but so has every other method of transportation except the mythical magic carpet, and in New England the advantages of automobile travel far outweigh the disadvantages. The roads are splendid; the new main highways are being designed to avoid the traffic jams of the larger cities, so that only on weekends and holidays will you often find traffic troublesome, and then only near the larger centers of population. Your freedom from schedule and ability to go where you please when you please will give you a better trip than any other transportation can. For the most interesting things in New England are often little things, and even if the other forms of transportation carry you in sight of them, they cannot permit time for a stopover in which to look at them.

But let me warn you not to schedule your trip too fast. This will sound absurd to the motorist from the Middle West, the West, or the South, but I strongly advise you never to try to do over two hundred miles a day, and a limit of one hundred and fifty miles is better! I know you won't believe that when you read it, but you will, after you have made the trip

and tried it. When you look at the map and see that it is only a bit over a hundred miles from Boston to Portland, your instinct will be to leave Boston in the morning and have lunch in Portland. You can do so easily—but if you are a first-time visitor I hope you won't, for there are so many interesting places to see en route that if you even slow down for them you will be lucky to get to Portland in time for dinner.

No particular preparations are necessary for an automobile trip to New England. Just pack, shove some traveler's checks in your pocket, check the gas, oil, water, and tires, and be on your way. If your car happens to develop one of those irritating and mysterious ailments to which the best car is subject, you will find good garages, repair shops, and service stations everywhere except in the extreme back-woods of northern Maine, where you will only find them *almost* everywhere.

ROADSIDE EATING-PLACES are legion, and in the proper places in the book I will try to list a few of the best ones. It will be impossible to list them all, but if you aren't near any I have mentioned when you feel hungry, you might try the rule which has never failed me yet. No matter how small the roadside stand may be, if it is neatly painted and bright with well-kept flower beds around it, the meal will be good. If it is painted only so-so, and is decorated with tin candy-bar and soft-drink signs, flee as from a pestilence. That rule may fail me some day, but it hasn't since I began my driving career in 1914.

There are many eating-places besides the hotels that it would be unfair to classify as "stands." Along all the main highways are excellent inns, restaurants, and farmhouses serving pleasant meals in equally pleasant surroundings. As many of these as possible will also be described when we discuss the neighborhoods in which they are located.

The mention of meals at roadside eating-places naturally and inevitably brings us to the subject of NEW ENGLAND FOOD.

The region abounds in interesting and delicious local dishes, and sometimes they bob up in most unexpected places. I still remember going down to breakfast in a hotel in Rutland that looked all right, but also looked like just one more hotel, and then instead of getting the usual "How'll you have your eggs?" found myself reveling in cakes of fresh locally made country sausage, seasoned with just the right amount of sage, and in unsweetened corn bread that was light but still did not explode when I put the butter on. Of course, the casual traveler along the highways of the New England seacoast will see so many signs advertising "Fried Clams" and will have his nostrils so often assailed by the odor of frying clams that he will inevitably assume that they are the sole article of diet of the New England population. As a matter of fact, they are a perfect example of the clam at its worst, and in even moderate quantities would be a trial to the digestion of an ostrich. A clam of the New England variety is one of the noblest gifts of nature to mankind. Before you try one fried, eat clams correctly—either steamed or in a chowder.

The New Englander calls clams by two names. The soft clam, eaten either steamed or in a chowder, is known as a "clam." The hard clam, which is the only variety eaten raw, is called a "quahaug." The soft clam, when properly steamed, is one of the most pleasant delicacies known to man. It is quite simple to prepare. The clams are placed in a kettle with a half-cup of water to each four quarts of clams. Then the kettle is covered and the clams are steamed until the shells open about one-quarter. Be careful not to cook them too much. Then the eating is as simple as the cooking. The clams are taken from the shell with the fingers; the skin around the neck is removed with the fingers; the clam is dipped in melted butter and then eaten—except for the neck, which has been used as a handle, and which is considered inedible. (The true clam connoisseur eats only the part which

he can remove with his lips.) Then the only remaining part of the ceremony is to discard the shell and the neck—and lick the fingers.

When the New Englander is faced with one of the things called a "clam chowder" in other parts of the United States, and gets one look at the watery mess with remains of tomatoes wandering around in it, he is impelled to shout "Treason!" and stalk from the room. For never is a tomato allowed to sully the flavor of the true NEW ENGLAND CHOWDER, either clam or fish. Let me give a couple of simple recipes to those who, having tried the clam or fish chowder in New England, wish to repeat the experience at home. Begin with three ounces of salt pork, diced small. Fry the pork in a large kettle until it is golden brown. Then add two cups of minced onions and fry with the pork until light yellow and tender. Now add a quart of water, and let it come to a boil. After the water has boiled for five minutes, add four medium-sized potatoes sliced fairly thin. Boil for five minutes more. Add one quart of clams, removing the stomachs if you wish the chowder light in color, and leaving the stomachs if you like it dark. Add one pint of rich milk, and salt and pepper to taste. Stir while you reheat the mixture until it just comes to a boil. Then cover the chowder with split hard water biscuits, and serve very hot, with at least one water biscuit in each plate.

Fish chowder is made in exactly the same way, except that two pounds of flaked fresh fish are added instead of the clams, and that the fish should be boiled for five minutes before the milk is added. The Federated Fishing Boats of New England and New York, Inc., Administration Building, Fish Pier, Boston, Mass., publishes a little booklet which may be procured on application to the secretary, called "Choice Recipes for North Atlantic Sea Foods." You should get one, either by mail or when you visit the Fish Pier, which is one of the sights of Boston. The recipes in general are very sound, al-

though I will fight them to the death on the one for oyster stew.

The famous BAKED BEANS have become almost a thing of the past as far as the cities are concerned, although they are sometimes still found in the country. But in the cities the tomato-sauce heresy has assumed almost total sway. (You might begin to think that I do not like tomatoes. I do. I also like squash, beans, peas, cabbages, artichokes, and every other vegetable I have ever met except a horror served in the British Isles called "vegetable marrow"—but that is no reason for adding them to baked beans or chowders.) The same applies to the justly famous NEW ENGLAND BOILED DINNER, which is so different from corned beef and cabbage, although the foundation is the same.

The CRANBERRY is a distinctly New England small fruit, and marvelous cranberry jelly can be bought at many of the small shops or Women's Exchanges in New England towns. Of course, the region around Cape Cod is especially famous for the production of this fruit.

PIES are so associated with New England in the public mind that there is a persistent legend in other parts of America that all New Englanders eat pie for breakfast. They don't, but New England home-cooked pies are so good that it would not be a bad idea. But they must be home-cooked. A factory pie, like a factory door-hinge, may be a product of even excellence, and usually is, but it still lacks that touch that gives the final perfection to the hand-made article.

Hotels

In the summer of 1914 I made my first motor trip through New England. In those days the only good hotels were at the larger resorts and in the larger cities, and as a hundred and twenty-five miles was a long drive over the country roads of 1914, it was often necessary to stop for the night whether the

stopping-place was good or not. And usually it was not. The country hotel of twenty-five years ago was something to endure rather than to enjoy.

Now that is all changed. There are hotels to fit every requirement and almost every purse. Naturally the large and smart resort hotels are expensive. They have a short season and give elaborate service. But there is no necessity for staying at them. A smaller hotel or a tourist home a mile from the super-de-luxe establishment may not have a private beach—but the visitors at both will bathe in the same ocean! In the resorts you will pay from seven to ten dollars a day minimum for a room without bath on an all-inclusive basis at the larger and smarter hotels. In or near the same resort towns there are excellent tourist homes and tourist camps where you will pay only a dollar per person per night. In the cities you will find the hotels charging just as much or as little as hotels of equivalent class all over America. At an excellent first-class hotel you will pay three-fifty for a single room with bath and five dollars for a double, just as you will in most cities, large and small. If you want establishments like the Ritz or the Copley-Plaza in Boston, you will naturally expect to pay more.

And now that New England is covered by a network of perfect roads, with twenty-five miles just a pleasant jaunt instead of half an afternoon's drive, if you don't find what you want in one town, try the next. But in the summer, if you are going to the better-known resorts, or if you are going anywhere over the weekend, you had better make advance reservations. Many of the better hotels will be listed after the descriptions of the towns, but it is quite impossible to list all the good camps and tourist homes. A note addressed to the New England Council, Statler Building, Boston, will bring you copies of "Cabin Trails" and "Cabin Guides." These little folders are convenient and very helpful and give a fairly complete listing of such accommodations.

Winter Sports in New England

A surprising number of communities in New England have concentrated on the development of their neighborhoods as "Winter Sports Centers," and sometimes, it seems to me, a little over-optimistically. I am conscientiously listing such places, but strongly advise you to enquire about snow conditions before you set out for an expedition on skis or snow-shoes at any of them south of the Vermont, New Hampshire, or Maine borders.

There are some neighborhoods where you are fairly sure to find good opportunities for winter sports even during the mildest winters elsewhere. In the neighborhood of the White Mountains, in the Green Mountains of Vermont, in the lake and mountain district of central and upper Maine, and in the Berkshires of Massachusetts, plenty of snow can be expected from Christmas until well into March, or even April. The further north you go, or the higher up you go, the better your chances are. At the other places, and particularly those far to the south, there will be plenty of snow if the winter is severe, and practically none, except after an occasional blizzard, if the winter is mild. As a winter without one or two heavy snowfalls is rare anywhere in New England, the towns justify their claim to being winter-sports centers by pointing to the fact that everybody goes out and plays in the snow during such weather. That is true, but it does not help you much. What you need to know is not whether the particular town or region you contemplate visiting will have snow during the winter, but whether it will have snow during the days when you can be there. So check up on the weather reports, unless your time and purse permit going to the mountains or far north—and if you are going to the mountains or far north, check up anyway. The weather may be unusually mild.

I remember once when a town had a series of three or four

“old-fashioned” winters. The town was sufficiently encouraged to build a ski jump, and even had a couple of very successful winter carnivals. Then came a year when a big winter carnival was announced, with expert skiers from far and near as the main attraction. And it did not snow. Weeks and months went by, and it kept right on not snowing. When it was time for the carnival, the hills twenty miles or so away were nicely snow-covered, but the town and the ski jump were still as bare as a nudist colony. With commendable enterprise, and some admixture of desperation, the town hauled in enough snow to cover the ski jump, and went ahead as best they could. But even so they found a snowless snow carnival a pretty sad affair. The next year, if I remember rightly, no carnival was announced. It snowed.

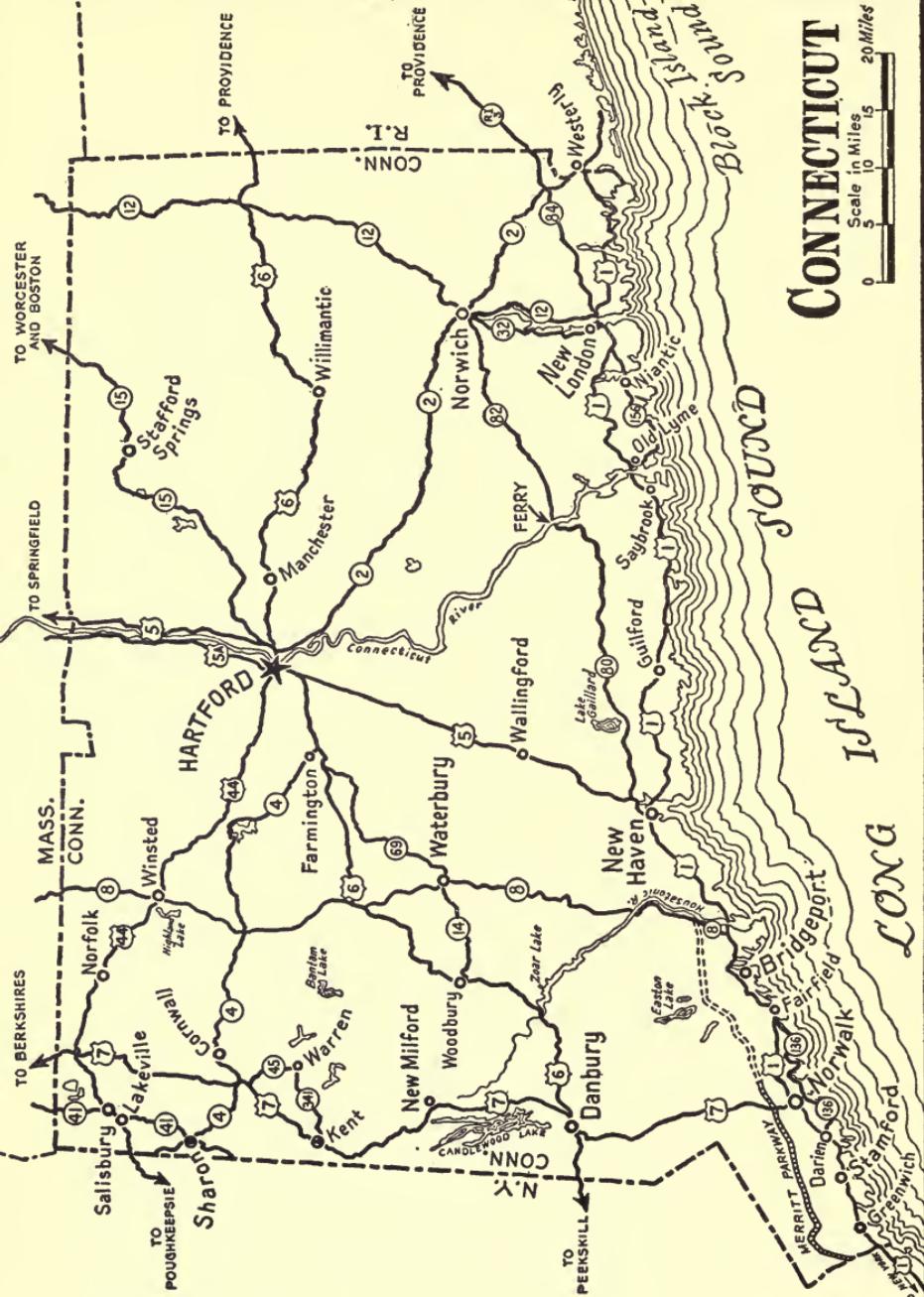
Part Two

CONNECTICUT

CONNECTICUT

Scale in Miles
0 5 10 15 20

LONG ISLAND SOUND



*Universities, yachting, old houses,
legends, and fishing fleets—*

3

*Along the Connecticut Shore from
New York to New Haven*

THE MAIN HIGHWAY along the Connecticut shore is U. S. 1, which started as a bright dream of a perfect road to connect the Canadian border with the tip of Florida. A committee worked for years to get the road built, and finally succeeded. Few roads have had a greater influence. It was one of the first long-distance roads to be completed in America, and at

once became one of the most popular. But unfortunately for the dreams of its early protagonists, once built the road established itself as one long slum. Today, with its miles of hot-dog stands and filling stations, its omnipresent billboards, and its thousands of trucks and busses crawling from traffic light to traffic light, it is about the worst introduction to southern Connecticut that the motorist could possibly find.

Fortunately, newer parkways have made it possible to avoid it for much of its more unpleasant part, which is the section between New York and Bridgeport. The traveler entering Connecticut from New York would do better to follow the West Side Highway and the Henry Hudson parkway north until large signs tell him the way to the Hutchinson River parkway, the Merritt parkway, and Boston. Never mind if you don't want to go to Boston, that is the road anyway. On this route you will have to pay (at the time of writing) three separate tolls of ten cents each: one at the bridge between Manhattan and the Bronx, one on the Cross-County parkway, and one on the Merritt parkway. However much one may deplore the extension of toll roads again, after the long battle to get rid of them, in this particular case the use of this route is certainly worth the thirty cents it costs. It would be worth it to avoid the traffic in Manhattan and the Bronx alone. The parkway system will carry you, with hardly a traffic light, to a junction leading to U. S. 1 well past Bridgeport, or to other roads like U. S. 7, leading north from Norwalk through Danbury and the Connecticut Hills to western Massachusetts (see page 48), Connecticut 8 leading north through Waterbury and Winsted and to connecting roads for Hartford and for Boston via Hartford (see page 55).

Of course, if you use the parkways, you will miss many worth-while things along the shore, and if it is your first visit you might better prepare for a slow drive through many towns for the sake of some interesting things on the way.

New England begins at the Connecticut-New York state line, just twenty-seven miles by the most direct route from Columbus Circle, and if you follow the classic u. s. 1, you will be following the old BOSTON POST ROAD and the old KING'S HIGHWAY for much of your route. It is said that some of the old milestones which have been left in place through all the years of construction and reconstruction which this road has undergone are the original ones placed there in 1753 by Benjamin Franklin.

Notwithstanding the mileposts, most of the road is distressingly modern to the visitor who is going to New England in search of the antique. You are still near New York. The towns along the road, although in another state, are still suburbs of the metropolis. While old things remain, you will have to be on the alert to see them. If you step on the gas every time a clear stretch of road opens ahead you will probably miss them, just as you will also miss them if you stop only for lunch or at traffic lights.

But if you are not in too much of a hurry you will be able to find many relics of the past, and interesting or beautiful ones, tucked away among the modern apartment houses. Most of them are marked by various state and local historical societies, so you can locate them if you don't drive past so fast that you cannot read the sign! Keep your eyes open near the state line, for here you will see the THOMAS LYON HOUSE. It was built in 1670 and looks its age. The architecture is called descriptively "salt-box."

The first town of any importance you will pass is GREENWICH, which is old but refuses to look it. It is today one of the "better" suburbs of New York, with the apartment houses and suburban home architecture which that implies. It is lovely, and many people enjoy leaving the highway there for a drive through the shaded residential streets, but a view of Greenwich is in no sense a bit of New England. No country

that I have ever seen, with the possible exception of Sweden, has more beautiful suburbs than our own, and Greenwich is a fine example of one, but if it were built on a flat prairie instead of on low rolling hills it might be near Chicago, for instance. So if I were you I would glance at Greenwich as I drive through, say to myself, "What a delightful place to live!" and pass on to other points more distinctive of the region I intend to visit, even though the PUTNAM COTTAGE has an interesting collection of antiques, as has the BRUCE MUSEUM.

STAMFORD is an industrial town, busy and prosperous. There are exclusive residential districts at SHIPPAN POINT on the Sound and inland to the north, where the residential colony, like that of Greenwich, is addicted to the English sport of fox hunting. They admit that it isn't quite like England, but they do the best they can.

Leighton's Half Way House is famous for shore dinners.

DARIEN is another suburban residential town, and here I would leave U. S. 1 for Conn. 136, which follows the shore line, rejoining U. S. 1 at Fairfield. By doing so you will not only avoid heavy traffic, especially in the center of Norwalk, but will get many views of Long Island Sound. The road passes many fine summer homes and estates. Although most of the beaches are private, the drive is well worth while for its beauty.

NORWALK is very proud of its green, with two white "meeting-houses" under its ancient elms. The trees of Norwalk, like those of all New England towns, suffered during the disastrous hurricane of September 21, 1938, but there are many left for you to admire. The town is largely industrial today, and its greatest interest lies along the waterfront. As Norwalk is a center of the oyster industry, the wharves where the oyster boats tie up present many a picturesque scene for the enjoyment of the camera user.

A group of islands in the Sound just off the coast at Nor-

walk are interesting for the legends which are associated with them. Probably the most amusing is the one about PILOT ISLAND, which, like the others, was renowned as a resort of pirates. A Captain Joseph Merrill had a most peculiar dream of buried treasure in a particular spot on the island. He paid no attention to the dream, although it was so vivid that he remembered it. Then a little later he dreamt exactly the same thing, not once, but twice more. Acting on the theory of "three times and out," he went to Pilot Island, dug at the spot indicated by the dreams, and found a treasure of pirate gold. Anyway, that is the story by which he accounted for a sudden increase of wealth, and the story was sufficiently credible to make other treasure hunters completely denude the near-by GOOSE ISLAND of its vegetation! But perhaps they had not raised the art of dreaming to a sufficiently high degree, for they found nothing.

During the Revolution the national hero Nathan Hale left CEDAR HAMMOCK ISLAND for Long Island across the sound, where he intended to spy on the British forces.

If you are hungry when in the neighborhood of Norwalk, DORLON'S SHORE-HOUSE has been well recommended for its seafood and its shore dinners. So is the TAVERN at Silvermine, although I have never eaten there myself.

SILVERMINE is north of Norwalk and is famous as an artists' colony. WESTPORT, on the banks of the SAUGATUCK RIVER, is equally beloved by writing folk.

FAIRFIELD, where Conn. 136 rejoins U. S. 1, has a village green that is rarely seen by travelers because it is one block away from the main highway. It is worth a detour of one block to go back a century or two, so I advise your pausing for a glimpse of it. Beside the green is the old Inn where Washington spent the night in 1789, and the VILLAGE SIGN POST is credibly attested to have been made of the old pillory and stocks. The prevalence of these old relics of punishment

around New England sometimes makes me wonder if our Puritan ancestors were all quite as saintly as we so often imagine them.

The Old Academy Tea Room on the Village Green is good—and inexpensive.

About the only thing that need detain the tourist in BRIDGEPORT, that busy city of some 150,000 inhabitants, is a visit to SEASIDE PARK for a glimpse of this pretty breathing place, and for the marine VIEWS across the sound to Long Island. Famous for years as a city manufacturing tools and machinery and munitions for grown-ups, Bridgeport is now becoming even more famous through the toys it is making for children, particularly those of the "build yourself" variety.

There are excellent hotels of the city type in Bridgeport, the BARNUM being the best-known. Even if you do not intend to stop here you should drop in to see Coale's famous murals. Another very satisfactory hotel is the Stratfield.

There will be little to detain you between Bridgeport and NEW HAVEN, but plenty to detain you when the latter city is reached. New Haven is best-known to "average Americans" as the seat of Yale University, so they are usually surprised at the varied attractions of this bustling, manufacturing city of 165,000.* I urgently advise you to stop here for at least a morning or an afternoon, and a day is better.

When the first settlement was laid out, soon after the original settlement in 1638 (the name of New Haven was adopted in 1640), the design was one of nine squares. The central square was happily reserved for the general use of all the citizens, and as a result New Haven enjoys today a sixteen-acre GREEN which is one of the finest in all New England. It is beautiful not only in itself but also for the buildings which grace it. There are three churches on the Green, all over a

* At the time of writing, the only census figures available for population statistics are those of 1930. The figures given throughout the book are probably underestimates of the growth since then.



BAY AT SOUTH NORWALK, CONN.



THE
YALE
BOWL



COLONIAL CHURCH IN GUILFORD, CONN.

century and a quarter old. The **CENTER CHURCH** is the work of the architect Ithiel Towne, and is one of the masterpieces of colonial meeting-house architecture, not only in New England but in all America. It is so pure in its design that the other two churches, which would be noteworthy elsewhere, suffer most unjustly by the inevitable comparison.

But churches are not the only thing that grace the Green. As well as fine stores and hotels, the Green is faced by the **Free Public Library**, the **New Haven County Courthouse**, and the **FEDERAL BUILDING**, all of unusual excellence.

Near the Green, and stretching for blocks away from it, are the buildings of **YALE UNIVERSITY**. These buildings, old and new, are well worth an extended visit, and guides may be obtained free at the office of the University. The newer buildings form a harmonious grouping in the architectural style known as "Collegiate Gothic"—a style which derived its inspiration from the past, and which has developed into something distinctively American of the present. You will probably not wish to visit them all, so if time compels you to pick and choose I would recommend the five following in the order named. Of course, if you have a guide he will make sure that you see these.

CONNECTICUT HALL, completed in 1752, stands on the college campus and is easily recognized by the statue of Nathan Hale in front of it. He once roomed in the building. That visit will give you a view of the best of the older buildings, and a glimpse of **HARKNESS MEMORIAL TOWER**, one of the architectural masterpieces of America, will give you an idea of the best of the new. These two structures are almost obligatory for the first-time visitor to New Haven.

The **STERLING MEMORIAL LIBRARY** is also designed in modern Gothic, and while the building itself is what the visitor sees, its real worth is of course in the collection of almost two million volumes which it houses. The **YALE GALLERY OF FINE**

ARTS will inevitably take up a good bit of your time, for it offers the Jarves collection of early Italian paintings, said to be the best in the United States, the remarkable TRUMBULL COLLECTION of paintings of the American Revolution, and the GARVAN COLLECTION of early Americana. The last two collections will be of greatest interest to the thoughtful visitor to New England.

The Newberry Organ, said to be one of the finest in the world, is in WOOLSEY HALL, an auditorium seating 2,800 people. You should ask whether, and when, a recital is scheduled, and if you possibly can, stay over for it. Then in MEMORIAL HALL, there is a collection of Greek vases, a most unusual collection of musical instruments, and autographs of famous Yale men—the last collection being of interest only to the lover of autographs.

The YALE BOWL, seating 74,500 people, is a short drive away, between Derby Avenue and Chapel Street. It is impressive on account of its size, but otherwise rather colorless unless one of the great football games is going on there. Few things are quieter than an empty stadium.

If you still have time you might enjoy a visit to the collections from all over the world in the PEABODY MUSEUM OF NATURAL HISTORY, at Whitney Avenue and Sachem Street, and a look at the STERLING DIVINITY QUADRANGLE, surrounded by various graduate schools and punctuated by the Sheffield Tower.

Unfortunately for the hurried visitor, there are many things worthy of his attention in New Haven besides the University and the Green. At 114 Whitney Avenue the New Haven Colony Historical Society maintains a valuable COLLECTION OF RELICS so illustrative of the past of New England that it would be more than a pity to miss it. In GROVE STREET CEMETERY are buried Noah Webster (of dictionary fame), Charles Goodyear (without whose experiments with rubber your automo-

bile would not have tires), Eli Whitney (whose invention of the cotton gin created one of the world's great industries), and Dr. Lyman Beecher, in his day well known as a prominent citizen in his own right, but now rather negatively famous as the father of the better-known preacher, Henry Ward Beecher, and of the even more famous Harriet Beecher Stowe, author of "Uncle Tom's Cabin."

EAST ROCK and WEST ROCK are mountain parks on hills overlooking the city, and affording extended views over New Haven and Long Island Sound. There is a ROSE GARDEN on East Rock which I would visit in June when the roses are at their best. At other times, the views from the two rocks being much the same, I would content myself with a visit to West Rock, where I would see the JUDGES' CAVE. Two of the judges who had condemned Charles I fled to America after the Restoration, where they were pursued by the agents of Charles II, who was intent on avenging his father. These two men, Edward Whalley and William Goffe, received much assistance from the citizens, most of whom approved of the Restoration little and of Charles II even less. They were hidden for several weeks in this cave in 1661, and were even hidden in the house of the Governor at one time. (See page 39.) But whether or not you are interested in caves and rose gardens, you must go to these parks for their own beauty and for the view.

Overlooking the harbor from the east is old FORT HALE, used in the War of 1812. Its moats and defenses can still be seen in the peaceful setting of NATHAN HALE PARK.

What to Do in New Haven

The most famous hotel and the most luxurious is the TAFT. It is large and not cheap, but very good. Less expensive but still very satisfactory to many travelers is the GARDE, near the railway station. Many smaller hotels, like the Royal, are well

spoken of. For the economical there are numerous tourist homes and near-by cabins. There are also state parks near by where trailer or tent camping is permitted. Any officer of the state or city police can best direct you to one.

Restaurants, tea shops and shoppes, and cafeterias are legion, as in any large city. Church Street is particularly rich in them, beginning with the Hof-Brau Haus at 39, and continuing in bunches to Barrett's Coffee Shoppe, Inc., at 189.*

Only one theatre is regularly devoted to "legitimate" attractions—the Shubert. But there are numerous movie houses, the largest ones with the newest films being near the Green.

SPORTING EVENTS take place periodically at the Arena, and the Coney Island of New Haven is at West Haven.

There is BATHING at the beaches of the city park at Light-house Point, and GOLF at three country clubs, at the Yale Golf Course, and at the Municipal Golf Course.

SAILING and FISHING are popular sports.

What to Buy in New Haven

I could find little in New Haven which could be considered really local. The shops display the goods you would expect to find in any large and prosperous American city. SOUVENIRS are available at the usual stands in the hotels and at the small shops around the Green.

New Haven is an excellent place to buy men's clothing and haberdashery, although these are not local products. There are very fine shops catering to the students at the University, where the goods are not only up to the minute, but about half an hour ahead of it!

* Some day I shall investigate the Tasty-Toasty, Inc., at 180 Temple Street. I haven't met such a nice name since I found the Helpy-Selfy Grocery in Fort Worth, Texas.

*Submarines, Coast Guard, old
ferries, and ancient towns—*

4

From New Haven to the Rhode Island Line

SOME PEOPLE ARE enthusiastic about the drive from New Haven to Rhode Island via Conn. 80 and the Hadlyme-Chester Ferry, and justly so. The road is inland from New Haven as far as DEEP RIVER in the lower Connecticut River valley. Here you will see many signs directing you to the little primitive FERRY, said to be the only river ferry left in Connecticut.

It operates from seven in the morning until seven in the evening, and if it happens to be on the other side of the river when you get there, just call it by blowing your horn. But as it holds only three cars, you may have to wait. Near by is the enormous estate of the late William Gillette (for the benefit of the younger generation: Gillette the actor, not Gillette the razor man) where a famous miniature railroad runs through the grounds about his "castle." I have heard, although I have not confirmed the story, that a provision in his will prohibits the sale of the estate unless the purchaser is one who will appreciate and keep up the elaborate toy which he spent so many years building! But since the grounds are closed, the whole story, true or false, will be of only technical interest to you.

Even though Conn. 80 is pretty, and the ferry is fun, the first-time visitor will find, I believe, greater interest along the shore. I would leave New Haven by U. S. 1, prepared for frequent detours, not on account of road conditions but to see the interesting things just off the road.

Near BRANFORD are many roadside parking and picnic places maintained by the state. I would like to mention here the good work being done by the state highway department of Connecticut in beautifying the roads. When a curve is straightened, leaving an ugly angle between the old road and the new, the angle is not allowed to remain ugly long, but is soon made neat with shrubs and flowers.

The BRANFORD RIVER is stocked by the state with trout, and fishing is rigorously reserved for women anglers.

Near by is PINE ORCHARD, reached by Conn. 143, a delightful summer resort sometimes called the "Newport of Connecticut." It is much simpler than its more famous Rhode Island rival but has a charming little "Cliff Walk" which wanders past simple summer cottages instead of the ornate palaces

of the ultra-rich. It is a famous sailing center, must be one of the most delightful places in New England to take a cottage for the summer, is well worth a detour on the part of the casual tourist, and need not take up over half an hour of his time.

Of far greater interest to the tourist is GUILFORD, about five hundred yards to the right of U. S. 1, toward the Sound. Guilford proudly claims to have preserved more old houses than any other town in New England. The truth or falsity of the claim would seem to depend on what age a house has to have to be "old," but even so, there are too many to miss, and they *are* old. On Fair Street alone are nine different varieties of the "salt-box" type of architecture, all dating from the seventeenth or early eighteenth centuries. The WHITFIELD HOUSE is said to be the oldest *stone* house in New England, and is certainly one of the oldest in the United States, having been built in 1639-40. It is now maintained as a museum, and is infinitely worth visiting. There is a commemorative tablet on the house.

Also in Guilford is the house of that Dr. Lyman Beecher whose grave we saw in the Grove Street Cemetery at New Haven. A plaque states that it was built on a lot facing the green in 1770, and that it was hauled by oxen to its present site in 1829—one of the earliest attested cases of house-moving in America.

Then, also marked by a sign, is the cellar in which Governor Leete hid the regicide judges Whalley and Goffe from June 16 to June 20, 1661. He cannot have had any great instincts of loyalty to Charles II, for he not only concealed the fugitives, but had them fed from his own table.

You may wish to pause at MADISON for a glimpse of the NATHANIEL ALLIS HOUSE. Built in 1739, it is just a hundred years younger than the Whitfield House at Guilford. As both old dwellings have been furnished as accurately as pos-

sible in the style of their respective periods, it is interesting to compare them and to remark the changes, some great and some slight, which were made in a century.

The Dolly Madison is noted for good lobster and for its Sunday night buffet suppers.

Certainly I would detour here to see the HAMMONASSET STATE PARK. A sign at a rotary traffic crossroads east of Guilford will direct you. Here, on the shores of the Sound, a tract of 954 acres has been set aside for public recreation. A five-mile crescent of sand makes a splendid bathing beach. There are also wooded tracts and a capacious trailer camp, with neatness and order everywhere.

At CLINTON is a summer theatre where the productions are said to be excellent (these summer theatres are becoming a feature of American country life—and a very nice feature too). The village has charm; the little harbor is a haunt of pleasure and fishing craft; but otherwise there is nothing that need detain you. Even without the fishing-boats in the harbors along the coast, the multiplicity of stands offering fresh lobsters, clams, and fish would tell you that fishing is an important industry in these parts.

Whether David Bushnell, who was born at WESTBROOK and who invented the submarine torpedo, deserves the gratitude of humanity is certainly problematical. However, in the BUSHNELL HOUSE there is a museum where parts of his original model are on display.

Old SAYBROOK, founded in 1635, is the fourth-oldest town in the state. Here Lafayette danced in the ballroom of the HUMPHREY PRATT TAVERN, and here is buried Lady Fenwick. She is said to have been the only titled person to dwell in this settlement, although it was intended as a haven for aristocrats. She died in 1648, and her tomb is in the cemetery at the head of Main Street.

Saybrook would receive more attention from travelers if

it were not unfortunately just across the Connecticut River from OLD LYME, one of the quaintest towns in all New England. From the bridge across the wide Connecticut you will see the village nestling among its great trees under the protection of a towering church spire. You will need no further invitation to turn right at the end of the bridge, on Conn. 156, which leads through the town.

Although there are only a few sights of the catalogue sort, the whole little town is a sight in itself. You might wish to see the MC CURDY HOUSE, where Washington stopped in 1776, and Lafayette two years later, or the WILLIAM NOYES HOUSE, new as New England houses go, having been built in 1818, but locally famous as "the House of the Artists" from the number of painters who at one time or another have lived there. Old Lyme has always been a favorite spot with artists, which is its best recommendation to the traveler, and here would be an excellent place to park your car somewhere and just take a walk, to discover for yourself those gentle beauties which make them love it. (During the summer months the LYME ART GALLERY, on U. S. 1 itself, displays the works of the artists of the neighborhood.) The spire of OLD LYME CHURCH will lead you like a magnet to the prettiest part of town, where a stroll along Old Lyme Street will convince you that every minute spent in the town will pay a rich dividend in enjoyment.

The famous BOXWOOD MANOR is to me the most pleasant stopping-place here, although there are many more good and inexpensive tourist homes in the neighborhood. The Boxwood Manor is not exactly cheap. Neither is the Old Lyme Inn, justly proud of its food.

EAST LYME is also a treasure trove of old houses, and NANTIC is chiefly famous as one of the centers of the scallop industry. The scallop, like its cousin the oyster, is gathered during the "R" months, so the summer visitors will not see

the crowded boats that work the waters of the Niantic River at that time.

The big-city air of NEW LONDON rather obscures the many old and new points of interest in the vicinity, so don't make the mistake of driving straight through. Ask a policeman for the way to the WHALING MUSEUM. It is in the Mariner's Savings Bank at 224 State Street, and shows many interesting relics of the days of Moby Dick. Also of interest is the GRIST MILL, rightly located on Mill Street, built in 1650 and rebuilt in 1742. There is a museum in the SHAW MANSION at 287 Bank Street, the old house having been the headquarters of the Connecticut Navy in the Revolutionary War. Many a privateer was given orders and outfitted from this mansion, as well as the thirteen proud ships which formed the naval force of the colony.

New London is a Coast Guard Headquarters, and here they maintain an academy for the training of Coast Guard personnel. The UNITED STATES COAST GUARD ACADEMY is located on Mohegan Avenue. On application to the sentry at the gate, you will be supplied with a guide for a visit to the grounds and the buildings.

FORT TRUMBULL, built on the site of a Revolutionary fortification, dates from 1839. It is an immense masonry structure on the grounds of Coast Guard Base No. 4, and to me the modern surroundings are far more interesting than the old fort.

The CONNECTICUT COLLEGE FOR WOMEN at New London is of interest to the sightseer chiefly for the beauty of its location, and for the ARBORETUM on its campus. Here are displayed over three hundred varieties of indigenous trees and shrubs, and here is carefully maintained a grove of hemlocks over four hundred years old.

New London is not only a great Coast Guard base; it is America's most important submarine training station as well.

Here the Electric Boat Co. builds submarines for the United States Navy, and here the navy trains the men who will eventually man those ships. After crossing the THAMES RIVER, where the crews of Harvard and Yale fight their own peaceful naval engagement each year, a left turn north onto Conn. 12 will take you to the UNITED STATES ATLANTIC SUBMARINE BASE. The grounds and buildings are open to the public, the great training tank being especially interesting. Although there are no apparent restrictions on visitors, if you see a sign saying "No Admittance" it would be healthy to believe that the sign means just what it says.

A right turn south after crossing the Thames will bring you to GROTON, where a granite shaft commemorates the bravery of the Militiamen who fought there in 1781.

There are excellent places to stop in New London. The GRISWOLD, that huge resort hotel overlooking the Sound, offers every amenity of resort hotel life. It has its own swimming pool, tennis courts, golf links, and facilities for riding, sailing, fishing, or almost anything else within reason that the guest could possibly want. It is not cheap.

If you do not want quite such a dress-for-dinner atmosphere, the Mohican and the recently renovated Crocker House have excellent reputations and are less expensive.

There are FERRIES from New London to Orient Point and Montauk Point on the eastern end of Long Island. The time to Orient Point is an hour and a half, and the fare for a car and driver is five dollars. The time to Montauk Point is two hours, and the fare for the car and driver is six dollars. Each extra passenger is one dollar to either place. There are three or four departures daily from New London for Orient Point, and two departures daily for Montauk Point. You should check locally as to times.

Fifteen miles up the Thames north of New London is NORWICH, located where the Yantic and the Shetucket rivers

join to form the Thames itself. The town is a famous manufacturing center, more than one hundred plants being located in or near the city; but it is still one of the beautiful cities of the state. If time permits it might be worth your while to drive there, going up one side of the river on Conn. 32 and returning by Conn. 12. There are still old houses in Norwich, but the real interest lies in seeing how a manufacturing community is able to retain enough beauty so that it can still be called "The Rose of New England."

The NORWICH INN, in its gardens set on a hillside above the Thames, offers excellent meals and accommodations.

If you continue on U. S. 1 you will enjoy a detour to NOANK instead of driving straight on to Mystic. It is most interesting in the early morning or the late evening, when the fishing-boats are tied up along the wharves. It is a great center for swordfishing, and many of the boats have the flat platform over the bow on which the harpooner stands. It was also a famous shipbuilding center.

Here the Skipper's Dock and its rival, the Clark Studio, are especially good eating places.

MYSTIC is also famous as a fishing center today, and if you want to try your luck at spearing a swordfish or at trolling for a tuna, there are many boats for rent here at very fair rates. The MARINE HISTORICAL MUSEUM houses one of the finest collections of clipper ship models in America, and commemorates the days when Mystic was a great shipbuilding town.

STONINGTON is another combination of summer residential colony and fishing town. It is a great place for clam digging, and from the point of view of pure recreation, for sailing. Stonington too has its marine museum, this time in the old STONE LIGHTHOUSE at the foot of Water Street. As you wander about the old town you will see many old cannon balls decorating the fences or grounds of the older residences.

They are said to have been fired into the town by a British fleet which attacked, but failed to take, Stonington in 1814. The ships are said to have fired a total of sixty tons of metal into the town. Since there were five vessels in the fleet, and since that would have meant the firing of twelve tons of ammunition by each vessel, I think the story has been growing some. However, there were a lot of cannon balls fired.

And after Stonington there is little or nothing of interest along U. S. 1 until you reach Westerly, in Rhode Island.

*The Central Towns of
Connecticut*

THE TRAVELER from the west or north who wishes to avoid the traffic congestion of New York will find it convenient to cross the Hudson by the Bear Mountain Bridge, and then enter New England by route u. s. 6. This fine highway, much of which is a four-lane road, leads diagonally from New York State to Rhode Island across the center of Con-

necticut. It provides easy connections either to points along the shore or to the lake district in the northwest corner of the state, through Danbury and Hartford, where there are good connections to Boston.

Travelers coming from New York have two options. They can either follow the new Merritt parkway (as described on page 28) to its junction with the north-and-south u. s. 7 just north of Norwalk, and follow u. s. 7 to Danbury, picking up route u. s. 6 there, or they can leave New York by the West Side Highway. Travelers from the Queens and Long Island sections of New York will probably find it more convenient to use the Whitestone Bridge, whence the Eastern Boulevard will lead them to the Hutchinson River parkway and thence into the Merritt parkway.

Motorists from Manhattan itself would be well advised to proceed as follows: West Side Highway to 72nd Street, where it leads into the Henry Hudson parkway; over Henry Hudson Bridge (toll 10 cents) and continue to Saw Mill River parkway. Follow the Saw Mill River parkway to the junction with the Bronx River parkway extension at Hawthorne, and follow this road to Millwood. Here turn right onto n. y. 100, and then at the junction onto n. y. 118 through Croton Lake and Croton Falls. This will put you on n. y. 22 and n. y. 202, which intersect u. s. 6 at Brewster. Turn right here, and you will soon be in Connecticut. I also find this a good route when driving to Boston. It is a little longer, but avoids a lot of bad traffic.

From Brewster to Danbury, u. s. 6 traverses a gently rolling country which is pretty rather than beautiful, which is none the less delightful on that account, but which has nothing to describe. So I will devote my present attention to those who have followed the Merritt parkway to route u. s. 7, and tell them what to look for between Norwalk (page 30) and Danbury.

After leaving the outskirts of Norwalk, u. s. 7 winds its smooth way through the part of Connecticut often called the "estate country." The name is self-descriptive, and unfortunately for the traveler (though fortunately for the owners) most of the great houses are too far back from the road to be seen. WILTON is the center of this neighborhood.

At CANNONDALE are the sites of many mills of Revolutionary days and a few remains of the mills themselves. You will have to be a most enthusiastic sightseer to find them very striking today. Mark Twain lived near here at Stormfield, as the house he occupied during his later years was called.

And not *too* spectacular is the PUTNAM MEMORIAL CAMP GROUND near GEORGETOWN. The entrance to this state reservation is marked by a pair of blockhouses. While the camp is a famous historical location, marking the spot where General Putnam and his troops starved through the terrible and critical winter of 1778-79, about all that is left as a visible souvenir of their sufferings are the little stone heaps that were once the chimneys of the soldiers' huts. In the camp are a MONUMENT and a COLONIAL MUSEUM.

If you turn right on Conn. 53 at Georgetown, it will soon bring you to the Mark Twain Library. Although he established it, it is supported by a Carnegie endowment. This same Conn. 53 leads to BETHEL, where Queena Mario, of Metropolitan Opera fame, has established her singing school.

A left turn at Georgetown will bring you to the home of another famous singer. Since she retired from the opera stage, Geraldine Farrar has lived at RIDGEFIELD. It is a delightful town on a hilltop, with nothing outstanding except the evidences of pleasant living given by the town itself. Near by are the OUTPOST NURSERIES, to be seen for the beauty of their location overlooking a white-swan-decorated lake. The OUTPOST INN, open only in the summer, offers a French cuisine. Not cheap though, lunch being \$1.50 and dinner



OLD TOWN MILL, NEW LONDON



OLD LYME CHURCH



WATERFALL IN KENT

\$2.50. If you prefer "home cooking," the Ridgefield Elms Inn, where dinner is only \$1.50, has been highly recommended to me. There is a SUMMER THEATRE at Ridgefield.

From Ridgefield, route 35 will bring you back to u. s. 7 and a valley through WOOSTER MOUNTAIN STATE PARK. Just before you get to Danbury you will pass the grounds of the DANBURY FAIR. This is one of the most popular in New England, and is held here annually during the first week in October.

DANBURY is a commercial city, famous for the manufacture of hats, but except for being a good stopping-place has little that will interest you otherwise. The WHITE TURKEY INN at Danbury is famous all over New England. It is three miles north of town on u. s. 7. The Inn also operates an ANTIQUE SHOP. The HOTEL GREEN, in the city itself, is a very good hotel of the city type.

There are things to see in the near vicinity of Danbury. LAKE CANDLEWOOD covers 6,000 acres, and extends 15 miles to the north. On its shores is a bathing beach with the usual pavilions, fishing, boating, and picnic and camping facilities. This recreation area is known as SQUANTZ POND STATE PARK.

Also near by is the POOTATUCK STATE FOREST, where the CCC has been very busy constructing bridle paths and trails for hiking.

The first town of any importance on u. s. 6 east of Danbury is NEWTOWN. This is another hilltop town, high above the valley of the HOUSATONIC RIVER. The philanthropist Mary Elizabeth Hawley gave the town its million-dollar TOWN HALL, its HIGH SCHOOL, and its LIBRARY. The old HAWLEY MANOR is now an inn, open all the year round but particularly attractive in the summer when the sunken gardens are at their best. The Sunset Tavern is also good.

On its way to Hartford, u. s. 6 passes through WOODBURY and FARMINGTON. Although Farmington was founded in

1640, and is the present home of Miss Porter's School for Girls, founded by Sarah Porter in 1843 when feminine education was still considered dangerously radical, the town to-day is only another milestone from the tourist point of view.

To see WATERBURY you will have to detour, and if you are in New England for any reason other than business I don't see why you should. This busy manufacturing city of about 100,000 people offers the tourist little except a traffic jam. There are fine residences in the surroundings, and the usual amenities of life which a city of that size has to offer. The "Waterbury Watch" is famous, but there are few typically New England features in the town or in its surroundings. The HOTEL ELTON is excellent.

Hartford

HARTFORD, with a population of about 165,000, is the largest city in Connecticut and is the state capital. And it is with the CAPITOL that your sightseeing might well begin. This building of Connecticut marble, constructed in an ornate and conventional style, causes architects much suffering, but to me succeeds in being imposing. The great DOME is open daily at 11:00 A.M. and at 2:00 and 3:30 P.M. If you come in over the road from Farmington, you will see it looming over BUSHNELL PARK to your right.

You will pass some interesting things even before you get that far. When you cross the north branch of the Park River you will have on your right, between the stream and Forest Street, the Hartford homes of both Mark Twain and his friend Charles Dudley Warner, and if you are interested enough to turn up Forest Street to Hawthorne Street, you can see at least the outside of the old home of Harriet Beecher Stowe.

As Hartford boasts of being the home of forty-five insurance companies and the insurance center of America, it is not surprising that the immense buildings of the AETNA LIFE IN-

SURANCE COMPANY will be the next landmark on your right as you continue down Farmington Avenue toward the center of town. This colonial building, said to be the largest of its style in the world, contains an educational safety exhibit, open daily except Saturday and Sunday from 9:00 A.M. until 4:00 P.M. On Saturdays it is open only until noon. It is worth visiting.

After crossing the New Haven tracks you will see Bushnell Park and the Capitol on your right. There are so many things to see within a short distance of the Capitol and the park that I would leave my car here and walk, first making a friend of the policeman on duty where I want to park by asking him if it is all right to do so.

Opposite the Capitol, on the side away from the park, is the STATE LIBRARY AND SUPREME COURT BUILDING. Here, in MEMORIAL HALL, you may see the charter granted by Charles II, and all sorts of prints, maps, and documents relating to the Connecticut of the past and of the present.

As you stand in front of this building and face the Capitol, you will have on your left the huge STATE ARMORY, interesting chiefly on account of its size, and on your right the STATE OFFICE BUILDING and the BUSHNELL MEMORIAL HALL, named in honor of Horace Bushnell, founder of America's park system. The hall is a large auditorium used chiefly for conventions and concerts.

The COUNTY COURTHOUSE is a short distance away up Washington Street, and the Mt. Sinai Hospital is behind the State Office Building. I would not make it a point to see either of these last, but would walk through the park to the east end, and there ask directions to the OLD STATE HOUSE.

This little masterpiece of the architect Bulfinch is only a short walk from the end of the park, and is one of the things you really should look at. It was completed in 1796, and whatever architects may think of the new State Capitol, they are unanimous in their praise of the old one.

You will now find yourself across the street from the Hartford Chamber of Commerce, where they will be glad to give you a little map with all the points of interest in the town plainly marked; and again across the street but in another direction is the TOWER OF THE TRAVELER'S INSURANCE COMPANY, the tallest building in New England. From the tower there is a superb view of the Connecticut valley, the city, and the surrounding country.

Diagonally across Main Street from the Traveler's Tower is the OLD BURYING GROUND, with many old monuments and curious epitaphs, at least to our modern eyes, and the CENTER CHURCH, and a block further up Main Street are the MUNICIPAL BUILDING and the WADSWORTH ATHENEUM. The Atheneum houses the MORGAN MEMORIAL, a collection of valuable paintings, antiques, and tapestries presented to Hartford by J. Pierpont Morgan as a memorial to Junius Spencer Morgan, his father, who was a Hartford merchant; the COLT MEMORIAL GALLERY, a collection of family memorials and bric-a-brac made by Colonel Samuel Colt, who founded the Colt's Patent Fire Arms Manufacturing Company; and the HARTFORD PUBLIC LIBRARY.

The AVERY MEMORIAL, near by on the corner of Atheneum Square South and Prospect Street, offers not only the WALLACE NUTTING COLLECTION OF ANTIQUES and colonial paintings, but the DIAGHILEW-LIFAR collection of ballet designs and a collection of general paintings as well.

That should be enough sightseeing for almost anybody, so I hardly dare ask you to go further away to see the plaque which marks the sight where the CHARTER OAK once stood. In this tree the original charter of Connecticut was concealed from a governor who wanted to get his hands on it for his own improper purposes—improper, that is, from the point of view of the patriots who hid the charter! But the tree isn't

there any more, and you can see the charter itself in Memorial Hall, so I would save my energy for other things.

The **HARTFORD COURANT**, established in 1764, is the oldest newspaper in America, and you may wish to look at its building on that account, although the *Hartford Times*, a mere child founded in 1817, has one of the really notable buildings and equipment of the American press.

You will probably not wish to visit all the ninety-five churches or the twenty-seven parks and playgrounds in the city, but if you are in Hartford in late June, drive out to Elizabeth Park to see the **ROSE GARDENS**, which the American Rose Society says are the finest in the world. The last week in June is known locally as "Rose Week."

What to Do in Hartford

A pleasant combination of food and sightseeing is afforded by the **HONNISS OYSTER HOUSE** at 22 State Street. It is hard to say whether this old-established restaurant is more famous for its sea food or for its collection of old Hartford prints, a collection so noteworthy that I nearly listed the restaurant as a sight.

The **BOND HOTEL**, the **BOND ANNEX HOTEL**, and the **BOND-MORE HOTEL**, all owned by the same chain, are excellent. The Bond is the most elaborate hotel in town; the Bond Annex is more modest in its charges; and the Bondmore is frankly of the inexpensive type. They are all good of their grade. I have also heard good reports of the inexpensive **GARDE**.

GOLF is available on the Municipal Links (one of which has twenty-seven holes) and at nineteen Golf Clubs within fifteen miles of the city.

There are facilities for swimming (fresh-water, of course) in the Connecticut, at near-by lakes, and at various swimming pools.

Naturally, TENNIS is available on many courts. Your hotel will best advise you.

The SUMMER THEATRE of the Capitol Players gives good shows, but otherwise the legitimate THEATRE is almost dead in Hartford except for an occasional try-out of some new production. However, it is showing signs of life again. The best movies are in the center of town near the hotels and Bushnell Park.

What to Buy in Hartford

The best-known local product is a life insurance policy, and, after all, the purchase of one wouldn't make such a bad souvenir. At any rate it would remind you of your visit every time you paid another premium!

You will find most of the best stores grouped around the hotels. There are interesting souvenirs in the various Gift Shops (or Shoppes) and antiques in ye variouse olde antique shoppes. (Someday I know I will fill up the tank at some "Olde Coloniale Fillinge Statione." When that happens I have lived long enough!)

East from Hartford

The motorist leaves Hartford by the monumental Bulkeley Memorial Bridge over the CONNECTICUT RIVER. This great stream, which rises in northern New Hampshire near the Canadian border, flows south between New Hampshire and Vermont, crosses the states of Massachusetts and Connecticut, and is the only river in New England passing through or bounding four states. Generally a placid stream, its recurrent floods have given it much unpleasant notoriety in past years. So far local jealousies and politics have stymied any really wide attempts at flood control, with the result that the river, with complete indifference to states' rights, continues to flood miles

of lowland about every year. The river empties into Long Island Sound between Saybrook and Old Lyme.

East Hartford is just across the bridge and here motorists having Springfield, Mass., as their objective turn left on U. S. 5, unless they have elected to travel up the west bank of the river on U. S. 5a from Hartford itself. Either route will take them through or past WINDSOR LOCKS, where the name of the town and the locks beside the river remind one of the days when the chief communication was by water.

Travelers who elect to use U. S. 5a will not only pass through Windsor Locks, but through WINDSOR itself, a village that was founded in 1633 and boasts possession of the oldest house and the oldest cemetery in the state.

At Windsor the Palisades Inn and Shop sells not only good meals in one department but interesting antiques, fabrics, lamps, and handicrafts in the other!

Motorists for Boston by the most direct route also turn left on route U. S. 5 at East Hartford, and follow it to its junction with Conn. 15, which bears off half-right a little north of town. Both roads lead through the TOBACCO DISTRICT, where the great curing sheds are a conspicuous part of the landscape.

Route 15 to Boston and Worcester leads through a gently pretty country to STAFFORD SPRINGS, and then to the Massachusetts state line. The Massachusetts highway is also numbered 15, and should be followed to the junction with route U. S. 20. As this route avoids Worcester, people bound there will have to watch for Mass. 12. Those bound for Boston direct follow U. S. 20 to its junction with Mass. 9, and turn right on Mass. 9 to Boston.

But we are chiefly interested now with the continuation of route U. S. 6. A drive of eleven miles brings us to MANCHESTER, a pretty village pleasantly situated near that line of hills known as the BOLTON RANGE. Here the GREEN KETTLE INN,

open all the year round, is famous for its meals and offers good overnight accommodations.

WILLIMANTIC, on the banks of the Shetucket River, is almost entirely devoted to manufacturing and consequently offers little to the tourist. A few miles northeast of the town and still on U. S. 6 is BUTTONBALL BROOK STATE PARK, a pleasant recreation area, and at HAMPTON you will pass through a quiet, dignified New England village where many early houses have been restored as summer residences. The MARTHA FULLER INN really ranks as a sight. It was built about 1715, and has been in continuous operation as an inn ever since.

There is little that needs describing in either BROOKLYN or DANIELSON, the two principal towns that you will pass on your way to the Rhode Island line.

*Old foundries, scenery, trout
fishing, and summer and win-
ter sports—*

6

The Lakes and Hills of Northwestern Connecticut

7

HERE ARE TWO lake districts in Connecticut: one in Tolland County to the east of the Connecticut River, which is pretty, and the other to the west of the Connecticut River, which is beautiful. For here are the Litchfield Hills, and in the hills a whole series of lakes in a setting of great natural charm.

U. S. 7, running north from Danbury (see page 47), will lead you into the heart of this region. For some fifteen miles your road will take you along Candlewood Lake to NEW MILFORD. Here Conn. 25 branches off to the east and through charming country to LITCHFIELD. This old town with broad, shaded streets and old houses is situated in the hills overlooking the NAUGATUCK VALLEY. With nothing to write about, it is still a sample of New England at its best.

In the summer a company of players gives good performances at the LITCHFIELD HILLS THEATRE. There is a good eating-place, the Golden Eagle.

If you continue north on U. S. 7 you will pass through a valley so narrow as to be almost a gorge, where the road and the Housatonic River fight for the available room.

KENT, founded in 1739, is a quiet old town which invites you to stop hurrying. You should accept the invitation, for Kent is the center of one of the pleasantest sections of the state. The town itself is best known as the home of the KENT SCHOOL FOR BOYS, Father Sill's famous institution maintained by the order of the Holy Cross.

The whole HOUSATONIC VALLEY in the vicinity of Kent is charming, and accessible. It is the heart of thousands of acres of forest, dotted with woodland ponds and lakes and traversed by numerous trails for hiking so plainly marked that it is difficult if not impossible to get lost. Even though you may not wish to hike in MACEDONIA BROOK STATE PARK, do pause long enough to see KENT FALLS, in KENT FALLS STATE PARK. There is a famous HARVEST FESTIVAL there in the fall, if a barn dance and husking bee sufficiently important to justify special trains can so be called.

In the winter Kent is renowned for skating and ice-boating. A mile and a half north of Kent on route U. S. 7, the SHINING WINDOWS, a good inn, is open all the year round.

An alternate route over the slopes of ALL ABOVE MOUNTAIN

(1,456 feet) will take you between the two little lakes known as SPECTACLE PONDS, and will give you some fine views. From Kent follow Conn. 341 to Warren, and 45 back to u. s. 7. It is a pretty drive but, because it will make you miss Kent Falls, I do not advise it.

There are a whole flock of Cornwalls. There is CORNWALL itself and Cornwall Bridge and Cornwall Hollow and West Cornwall, all grouped near the HOUSATONIC STATE PARK, the MOHAWK STATE FOREST, and the HOUSATONIC STATE FOREST. Cornwall Bridge is the only town of the group on u. s. 7 itself, but Conn. 4, which leads from Cornwall Bridge to Cornwall, will take you over the slopes of the 1,680-feet-high MOHAWK MOUNTAIN. The MOHAWK TOWER on the crest of the hill affords extended views (in clear weather) of the Taconic Hills, the Berkshire Hills, and even across the Hudson Valley to the Catskill Mountains.

This whole section is a well-established winter-sports playground, for it would be a mild winter indeed when there was not plenty of snow in the Taconic Hills. LIME ROCK, with many ruins of abandoned iron mills and forges, will serve as a center for the region. A few miles north of this town, signs will direct you to MUSIC MOUNTAIN, where every Sunday during the summer a concert is given by the JACQUES GORDON MUSICAL FOUNDATION. It is quite a musical event.

LAKEVILLE is another old iron town, long celebrated for the manufacture of cutlery. It is said that knives made here were used by American soldiers in the Revolutionary War, the Civil War, and the Great War (first round). Today it is a famous place for fishermen. Lakes Wononskopomuc and Wononpakkook are renowned for the lake trout that teem in their waters. The wife of one mighty fisherman who herself loathes fishing said that when she once spent a vacation with her husband in the vicinity she wasn't bored for a minute. While he fished she spent her time trying to learn how to pro-

nounce the names of the lakes. The Wake Robin Inn requires references for a stay.

SALISBURY is in the heart of the Taconics. The TACONIC HILLS, really a continuation of the Berkshires south into Connecticut, are the highest in the state. Salisbury is at the foot of MT. RIGA (2,000 feet), and BEAR MOUNTAIN (2,395 feet), on the line between Connecticut and Massachusetts, is just behind Mt. Riga. The higher Taconics can be reached by a good country road from Salisbury. The village is very proud of the LIBRARY, with its chimes, and the TOWN HALL, a remodeled church. The original structure was built in 1749. The White Hart Inn (two dollars minimum, European plan) is excellent.

Near Salisbury are many old pits, ruined forges, old house foundations, and other relics of the iron-founding days, especially near FORGE POND.

TWIN LAKES, near the town of TACONIC, are thick with sockeye salmon. These fish properly belong in the waters of Alaska and the Rockies, and no one seems to know how they got here. Taconic is a beauty spot with many old estates.

Turning east again brings us to CANAAN. The near-by Blackberry River is a renowned trout stream, the waters being leased and preserved by the state. NORFOLK, further east from Canaan along u. s. 44, is in rugged hill country. It offers good winter sports and extended views from the observation towers atop HAYSTACK MOUNTAIN (1,580 feet) and Dennis Hill.

U. S. 44 will lead you on to Hartford via WINSTED, a town famous for manufactures, for the tall tales it gives the press of America, and for surprisingly good sailing on the waters of HIGHLAND LAKE.

At AVON you will cross the College Highway, leading from Yale at New Haven to Dartmouth at Hanover in New Hampshire, and a left turn followed by a short run to WEATOGUE will bring you to the PETTIBONE TAVERN, one of the best-known inns in New England.

For reference purposes only—

7

A Few Statistics and a Little History of Connecticut

Statistics

AREA 4,965 square miles.

POPULATION (1930) 1,606,930.

CAPITAL Hartford. Population, 164,072.

BOUNDARIES New York on the west, Massachusetts on the north, Rhode Island on the east, and Long Island Sound on the south.

GOVERNMENT	General Assembly, composed of a Senate with 35 members and a House of Representatives with 262.
CLIMATE	More even than that of most of the New England states. The average mean temperature for the winter is 27 degrees Fahrenheit, for the summer 72 degrees, and for the year 49 degrees.
NICKNAME	The Nutmeg State—although Connecticut would much prefer to be called the “Constitution State.”
RAINFALL	From 45 to 50 inches annually.
LARGEST CITY—Hartford.	
RANK AMONG THE STATES IN AREA—46th.	
RANK AMONG THE STATES IN POPULATION—28th.	
DENSITY OF POPULATION PER SQUARE MILE OF AREA—333.4.	
CITIES OVER 10,000 IN POPULATION—31.	

History

1633	The first settlements are made at Hartford and at Windsor. The settlement at Hartford is established by the Dutch from the New Netherlands, and at Windsor by members of the Plymouth Colony. The two settlements are called Connecticut.
1638	New Haven is founded as a separate colony.
1639	The Fundamental Orders of Connecticut are adopted as a basis of government by that colony. Although the settlers at Windsor had been people who were dissatisfied with the rigid rules of the Plymouth Colony, this fundamental code of laws differed but little from that of the Plymouth which they had left, except for one omission, remarkable in its day: there was no religious test for citizenship. The Colony of New Haven was less liberal and set up what was in effect a Theocracy.

1644 The code of New Haven included the famous "Blue Laws." Although today these laws seem to us impossibly oppressive, they were, as the great Samuel L. Clemens pointed out, among the most liberal laws in the world of that day. In England there were at that time over two hundred ways of getting yourself legally killed—in Connecticut only fourteen.

1662 A Royal Charter officially unites the two colonies. New Haven does not like the idea.

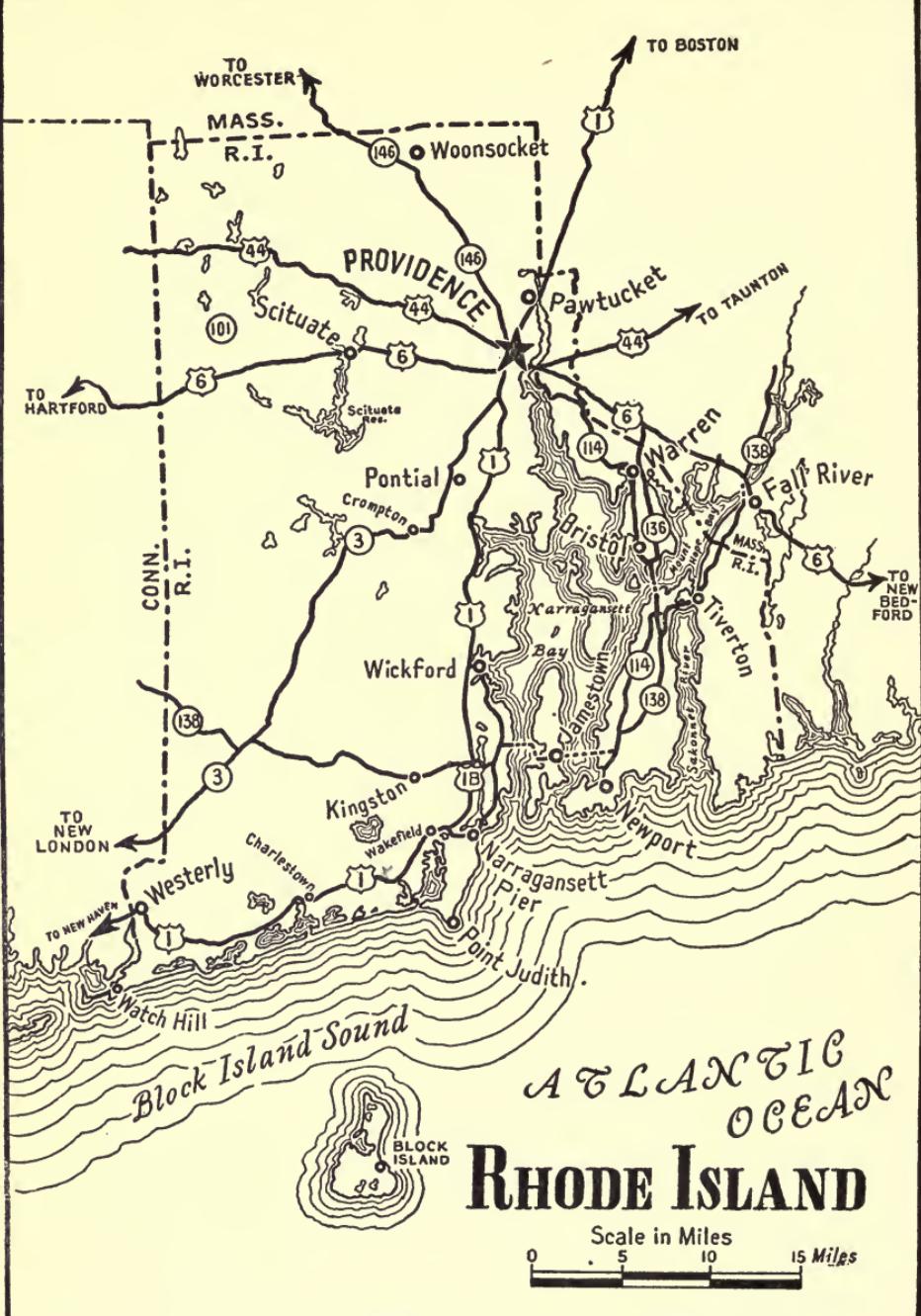
1665 New Haven finally assents to the union, and the Colony of Connecticut assumes practically its present form as a state, although the last of the boundary disputes was not settled until 1881!

1775 Connecticut begins preparing for war, although in common with the other colonies she found her people divided in sentiment.

1818 The present state constitution is adopted.

Part Three

RHODE ISLAND



*Where the ocean-lover's
houses vary from beach
cottages to palaces—*

8

*The Rhode Island Coast
and Narragansett Bay*

To SEE THE shore resorts of Rhode Island you will find U. S. 1 still your best bet, if you are entering the state from southern Connecticut. There will be a marked diminution of traffic once you have passed Westerly, for most of the people who are in a hurry to get from big town to big town, most of the through passengers, and most of the trucks and busses will

have turned off at New London to follow Conn. 84 and R. I. 3, which form the most direct route to Providence and Boston. But that is far from being the prettiest or the most interesting route, so I urge the pleasure traveler to continue on U. S. 1, following the shore.

Southbound travelers from northern New England and Boston can pick up U. S. 1 at Boston or further north and follow it to Narragansett Bay, and travelers from central and western Connecticut, who have been following U. S. 6 described in Chapter 5, can also pick up U. S. 1 at Providence.

But since the greatest volume of travel into New England follows the Connecticut shore, we might well begin with that route. I am disregarding the direct route taken by through traffic, as on it there is almost nothing to see from the point of view of the tourist. It is just a good road through pleasant country, providing a short cut for the man in a hurry.

WESTERLY is so close to the Connecticut line that it almost avoids being in Rhode Island at all, being separated from Pawcatuck in the larger state by the narrow PAWCATUCK RIVER. It is a business town, famous for its granite quarries, and is a textile center as well. There is nothing in town that need detain you long, unless it is mealtime, in which case the ELM TREE INN and the BROWN BETTY TEA ROOM have been well recommended.

Soon after leaving Westerly, a right turn will take you to the resort MISQUAMICUT and to the more famous WATCH HILL. This lovely colony prides itself on being second only to Newport in general smartness, if indeed it considers itself second to anything at all! The town is modern, its fine residences being built on and up the slopes of a bold promontory stretching out into the waters of the Sound (nearly the waters of the Atlantic at this point, if not quite so), and the whole picture is one of an American summer colony at its most luxurious—and most expensive!

From Watch Hill a road leads through Misquamicut across a narrow sandspit to WEEKAPAUG, which is less elaborate than Watch Hill but just as much fun, and then back to U. S. 1 at HAVERSHAM. There is a nice beach at QUONOCHTONaug (the old Indian names have shown great powers of survival in Rhode Island), and again a pleasant and friendly colony of people who are content to go there year after year.

Even without these detours, you will get many good views of the beaches and the shore resorts between Watch Hill and Narragansett Pier from U. S. 1 itself, but when I am motoring I like to get close to things, so I am going to advise one more short side drive to POINT JUDITH. This cape has an evil reputation among mariners. There is a most important Coast Guard station there, and a Lighthouse. From Point Judith you can see BLOCK ISLAND, nine miles away, also under Rhode Island government. There is a ferry to Block Island from Point Judith and also from Newport operating in the summer-time, but unless some special interest draws you to it, I would not advise you to go. If I had to have islands off the coast, I would visit the far more interesting Nantucket or Martha's Vineyard.

NARRAGANSETT BAY is a huge body of water with many islands large and small. It is navigable for ocean-going steamers to Providence itself, and is of course a popular playground for the owners of small craft. The largest islands are RHODE ISLAND, on which Newport stands, CONANICUT ISLAND, on which is Jamestown, and PRUDENCE ISLAND, which looks on the map somewhat like a playful whale.

NARRAGANSETT PIER is a resort that tried to rival Newport for a long time but which never quite made the grade. Its old CASINO and many of its hotels are in the flamboyant wooden scroll-saw-mixed-with-battlements architecture of an earlier day.

But there are more things to Narragansett Pier than hotels,

a casino, and a BEACH, even though the beach is a most pleasant one. It is an old settlement with many reminders of colonial days in the town itself and near by. One of the best-known is the HANNAH ROBINSON HOUSE, an eighteenth-century dwelling recalling the days when Narragansett Pier was one of the Rhode Island "Plantations." (See page 85.)

A ferry leads to Conanicut Island, and a road through JAMESTOWN (the center of the residential and golf club sections which cover the island) leads to another ferry to Newport.

What to Do in Narragansett Pier

The GREEN INN and the MASSASOIT are two of the most expensive American-plan hotels at Narragansett Pier, the Green Inn quoting an American-plan minimum of six dollars per day and the Massasoit five. The CARLTON and the OCEAN VIEW offer the European plan and quote rates, for room only, of three and a half and three dollars, respectively, and up, per day.

The CASINO offers food, drink, dancing, concerts, and other entertainments.

BATHING is splendid, Narragansett Beach being one of the finest along the New England shores. The waters of Narragansett Bay are warm.

SAILING and FISHING are two of the great sports of the entire Narragansett Bay neighborhood, and of course Narragansett Pier has plenty of facilities for both.

RIDING is popular, and there are occasional POLO matches in the neighborhood.

Those who like HIKING will find the beginning of the Appalachian Mountain Club trail through Rhode Island at South Kingstown, near by, where the club maintains a private lodge.

GOLF is available on many near-by courses. Your hotel can arrange playing privileges for you.

What to Buy in Narragansett Pier

There are many small luxury shops along the beach and near the Casino, offering the scarfs, sweaters, and what-have-you to be found in luxury shops the world over.

In the "Gift Shops" or the specialty shops, you should look for the hand-made textiles from near-by Wickford.

North to Providence

On your way to Providence from Narragansett Pier, it might be most pleasant to turn left for a three-mile drive into KINGSTON VILLAGE. This elm-shaded little town, situated on a hill, is delightfully unspoiled. Here you will find the early STATE HOUSE, the first beaver hat factory, and the STATE COLLEGE. The D.A.R. maintains an interesting MUSEUM. The KINGSTON INN, built in 1746, is well recommended. Rooms are from two dollars, and dinner is a dollar and a quarter to a dollar and a half.

A little nearer Providence, at NORTH KINGSTON, is the BIRTH-PLACE OF GILBERT STUART, that great colonial painter who, contrary to popular belief, did not spend his life painting George Washington to the exclusion of all other work.

WICKFORD is one of the unique towns of all New England. If I were unhappily compelled to choose between the charm of Wickford and the glory of Newport, I would take Wickford, although they are both so worth while that I hope you are not faced with that difficult choice. Park your car somewhere and walk down MAIN STREET to the harbor, once one of the busiest on the coast but now recalling a day that is gone. The old houses along the street have happily escaped the attentions of the restorer. They are simple—deceptively so. A walk and a look will well reward you. Especially to be seen are the IMMANUEL CASE HOUSE and the NARRAGANSETT CHURCH.

The SOUTH COUNTY MUSEUM near Wickford is well worth a visit. Here are preserved many implements of the old handicraft days. Largely through the inspiration of this museum, the art of weaving from homegrown flax is being revived in the neighborhood. I have heard good reports of the Cold Spring House, where rooms are from a dollar up and dinner is one dollar.

From Wickford, u. s. 1 will lead you next to EAST GREENWICH. If your appetite for old houses is not dead long since, you will enjoy the early colonial architecture of the home of General James Mitchell Varnum, who led the Rhode Island troops in the Revolution, and who entertained Rochambeau and Lafayette in his home. Another noteworthy example of eighteenth-century architecture is the KENT COUNTY COURTHOUSE. Like the old State House at Kingston, this was once a meeting place of the Rhode Island General Assembly.

Newport

There is little more to detain you on the way to Providence, so I will use an author's privilege and, reserving Providence for the next chapter, will waft you back to NEWPORT. Newport, on Rhode Island, is a place not to be missed. It offers the most amazing contrasts of simplicity and luxury to be seen in New England, and perhaps in all America. Who has not heard of the famous CLIFF WALK, stretching for three miles along the shore, past estates of fantastic luxury? The estates vary from simple cottages of forty rooms or so to marble palaces which may be homes, but which nevertheless succeed in looking oddly like super-luxurious "homes for the indigent." But if some of the estates may look rather over-ostentatious to the taste of today, the whole effect is one of real and great beauty. Without a house along the cliffs the walk would still be worth the effort, if only to see the exquisitely kept park-like grounds which surround them.

Almost equally famous is the TEN MILE DRIVE. If you haven't your own car with you, you can and should make arrangements locally to take the drive. Again a series of superb mansions standing in velvet lawns will give you an impression of luxury that you will never forget. The Ten Mile Drive is not quite so intimate as the Cliff Walk, but still is not to be missed.

Perhaps the oldest man-made structure in all New England is at Newport. The OLD STONE MILL, that stone tower of arched boulders, which may or may not have been a mill, is reputed to be prehistoric, and is attributed by many to the Vikings. It may be a relic of Karlseffni, who followed Leif Ericson from Iceland to these shores, and spent three years in New England somewhere. Anyway, the origin of the mill is lost, although it seems sure it was there when the first settlers arrived.

The architect Peter Harrison is responsible for the TOURO SYNAGOGUE, one of the earliest, and perhaps *the* earliest, in North America, for Rhode Island has been famous for religious tolerance since the colony was founded. The same Harrison also built the BRICK MARKET and the REDWOOD LIBRARY. In Washington Square is the OLD COLONY HOUSE, used as a hospital once by both the British and the French, and for years the state capitol. Lovers of old things will also be interested in TRINITY CHURCH (1726) and the HAZARD HOUSE (1675).

The U.S.S. "CONSTELLATION" is tied up at the NAVAL TRAINING STATION. This grand relic of the original American Navy is still in use as a receiving and training ship, and is consequently the oldest battleship in commission in the world to-day. She makes a startling contrast with the ultra-modern workshops all around her. These machine shops are famous among engineering folk, but you will probably have to get

permission from the commanding officer of the training station before you will be allowed to visit them.

What to Do in Newport

The LA FORGE COTTAGES quote rates of seven dollars per day American plan—the inevitable “up” following the rate. But there are less expensive places. Little TUDOR HALL, with only thirty rooms, quotes rates as low as three dollars per day, American plan.

If you prefer the European plan, the VIKING HOTEL begins with a base of three dollars a day, and the smaller MUENCH-INGER-KING has a four-dollar minimum—“up” being still understood. There are many tourist homes near by, and a small but good tourist camp, “Newport Cabins and Trailer Park” on R. I. 138a, two and one-half miles from the center of town.

The CASINO has a restaurant, good food and drink, dancing, concerts (usually by an orchestra of players from the better symphony orchestras), and a near-by beach.

There is good BATHING at the Casino, where the general public may go in, and at the very ritzy BAILEY'S BEACH, where only members and their friends may bathe. The water feels the same at both.

You can play GOLF at numerous clubs—some open only to members and friends, like Bailey's Beach, and others just about as good where your hotel can make arrangements for you.

SAILING is a great sport. There are frequent regattas in the waters about Newport.

The waters around Newport are a famous FISHING GROUND, especially for swordfish.

POLO is frequently played.

What to Buy in Newport

The local souvenir is of course the Old Viking Mill, done

as ashtrays, paperweights, thermometers, or perhaps just plain with no particular purpose behind it except to sell it.

ANTIQUES are to be found in numerous shops, often good, often expensive.

The better New York shops maintain Newport branches where all sorts of luxury articles for either the woman or the man can be found at luxury prices. Newport is not cheap!

From Newport to Providence

The MT. HOPE BRIDGE, the longest span in New England and ranking with the great suspension bridges of America, takes you high above the waters of BRISTOL CHANNEL from the island of Rhode Island to the mainland. It is the direct route to Providence. Travelers to Fall River, southern Massachusetts, and Cape Cod will find it more direct to go by TIVERTON, where there is nothing in particular to describe. But even those travelers should cross the bridge to Bristol, if not for the sake of Bristol, at least for the extended views from the bridge. R. I. 114 leads from Newport over the bridge to Bristol and Providence.

BRISTOL is another town that dreams of the past. It was once one of the great seaports of early colonial days. The seafaring traditions are kept alive by the yachts of the HERRESCOFT MANUFACTURING COMPANY, those supreme builders of sailing craft, who seem to build the defenders of the America's Cup as a matter of course.

A drive, or better a walk, down HOPE STREET will lead you past the most attractive of the old mansions, built by the captains and ship-owners in the days when craft from Bristol might be found on all the seas. Best-known of these old mansions are the HOWE-CHURCHILL-DIMAN HOUSE, the old BRADFORD HOUSE, and that perfect relic of greater days, LINDEN PLACE.

WARREN and BARRINGTON have had many vicissitudes, but

have now recovered prosperity of a sort through the shell-fishing industry. The oyster boats not only bring a living to the towns, but are a delight to the eye and to the camera enthusiast.

And then on through the suburbs of Providence, into the metropolis of the state itself.

A far greater city geographically than it is statistically—

9

Providence and the Country North of It

ACCORDING TO STATISTICS, PROVIDENCE is a city of less than a quarter of a million inhabitants. In reality it looks larger, and except for arbitrary political divisions of the population center, would be larger. Pawtucket, across the street from Providence, and so literally across the street that the motorist cannot tell when he leaves one city to enter the other, adds

another seventy-five thousand people to the metropolitan area, and Central Falls, which adjoins Pawtucket in the same way, has twenty-five thousand more. So although the political city of Providence does not show statistically a very large population, the metropolitan area of the cities and towns which use Providence as their center (some of them being across the state line in Massachusetts) comes closer to a million people than it does to a quarter that many.

The traveler from the south or north via U. S. 1, or from the west via U. S. 6, will arrive eventually at the Union Station and the State House. If he comes from the west, just before he passes through North Scituate, he will cross the SCITUATE RESERVOIR, an ornamental man-made lake.

Too many people are misled by the modernity of the business center of Providence and, thinking that it is just another example of a big up-to-date city, travel on to smaller places with more "atmosphere." That is hardly fair to Providence, for tucked away among more recent things are many relics of the past which are both interesting and beautiful.

The UNION STATION, so-called although it is used only by the NEW HAVEN RAILROAD, which exclusively serves Rhode Island, is a convenient landmark. The station faces the pretty little park formed by Exchange Terrace and Exchange Place. Some of the more noteworthy modern buildings are grouped around the park, with the PROVIDENCE-BILTMORE HOTEL on one side and the tower of the INDUSTRIAL TRUST COMPANY BUILDING looming over all. When you look over the square, busy with trolleys, autos, and hurrying pedestrians, it is impossible to believe that, when the great hurricane of 1938 drove the waters of the Providence River back into the square, automobiles caught by the flood were completely covered and people were drowned in the heart of a busy city.

But hurricanes are infrequent visitors to these parts, and that 1938 is already a legend to the city, which goes about its

business indifferent to the markers on some of the buildings showing the incredible heights the waters reached.

The waters of the PROVIDENCE RIVER throw a loop around Exchange Place and the Union Station, being bridged by one end of the place itself, and then flow between the station and the State House, at the foot of the hill on which the State House stands. There is a parking place on the State House side of the Union Station, convenient to the State House and downtown Providence. And since downtown Providence is a maze of one-way streets highly perplexing to the driver, I advise you to leave your car there and use other means of conveyance to get around the city. Exchange Place is the trolley and taxi center. There is an information booth in the trolley and bus station. If you feel that the family budget is not quite up to taxis, they will tell you there how to reach the outlying points of interest economically by trolley, and the nearer points even more economically on foot.

Since it is close, you might be most interested in the STATE HOUSE as a beginning for your sightseeing. This is a modern (1901) building of marble, of that conventional domed type somewhat reminiscent of the Capitol at Washington, which has become almost a standard for American state capitol architecture. While the younger generation of architects may sneer a bit, I personally find it a very good standard indeed. It is simple, dignified, and gives an impression of stability; what more can one ask?

The Rhode Island State House is commandingly placed on the slope of a parked hill overlooking the town. Unfortunately the startlingly ugly train sheds of the station rather spoil the view from the steps of the building, but even so I advise you to see it, trying to ignore the station for the sake of the rest. The INTERIOR of the building is also conventional, but very pleasing. You should go in for a glance around.

The OLD STATE HOUSE, built in 1763, is far more typical of

New England than the new one. This unostentatious structure of weather-mellowed brick, with its simple tower, somehow breathes the spirit of colonial days.

In EAST PROVIDENCE, across that arm of the bay known as the SEEKONK RIVER, are the Seekonk River reservation and a tablet marking the spot where Roger Williams founded the original settlement on a plot of land given him by the Indian chief Massasoit. Also marked, at the corner of Williams and Gano streets, is SLATE ROCK, where the Indians greeted Roger Williams in 1636.

Near Exchange Place, at the corner of North Main Street and Waterman Street, is the FIRST BAPTIST MEETING HOUSE, built in 1775. It is a perfect example of the beauty of one of America's happiest architectural periods, and is on no account to be missed.

Up the hill on College Street are the grounds and buildings of BROWN UNIVERSITY. Many are old, and all, even the few undistinguished ones, are so delightfully placed on College Hill under the trees that they make a charming picture. A friend of mine expressed it rather well when he said, "This place looks the way a college ought to look—and usually doesn't."

Also on College Hill is the MUSEUM OF ART maintained by the Rhode Island School of Design. This is one of the outstanding smaller museums of America, with an unusually well-rounded collection.

The COURTHOUSE across the way from the Museum is also worth a glance, but probably, while you are in this neighborhood, you will be interested more in the JOHN BROWN HOUSE. This fine old mansion on Power Street, built in 1786, is a rival of even the First Baptist Meeting House as an example of the architecture of its day. If you see the Meeting House and the John Brown House, you will have seen one of the best pieces of ecclesiastical architecture and one of the best pieces of resi-

dential architecture in late eighteenth-century style which New England can offer you.

Lovers of parks will want to see the ROGER WILLIAMS PARK on the other side of town. It is much too far away to walk, but either a trolley or your own car will take you there. It is one of the famous parks of America. Particularly lovely is the GREEK THEATRE at the foot of a gentle slope overlooking a little lake. Performances are given here at irregular intervals.

What to Do in Providence

The biggest, the most expensive and, many people say, the best hotel in town is the six-hundred-room PROVIDENCE-BILTMORE. It has the highest standards throughout, and the restaurant is excellent.

Slightly less expensive is the MINDEN, quoting a rate of three dollars minimum as against the three-and-a-half minimum of the Providence-Biltmore. It is European plan, as is the CROWN, quoting a base rate of two dollars. All are excellent of their grade and their price. There are many others, and innumerable tourist homes. There are also tourist camps in the vicinity, but the only one I have heard recommended is the "HALL 'IN'" at East Greenwich ten miles away.

There are of course MOVIES, the best being near the hotels of the business district.

BATHING is available at many near-by beaches, about the nearest being at EDGEWOOD BEACH. Bathing is also enjoyed at CRESCENT PARK, where there is an AMUSEMENT PARK as well.

GOLF is pleasant on the links at the DYERVILLE RESERVATION, or those near Edgewood Beach. There are many golf courses, public and private, in and around Providence, and your hotel can arrange privileges at many good ones.

SAILING on Narragansett Bay is a fine sport, and so is FISHING, although for these two amusements you will have to go a bit out of the city.

At NEUTACONKANUT PARK, just outside the city limits, they have constructed a SKI RUN. In view of the general mildness of the Rhode Island climate, this seems to me to be a little optimistic.

What to Buy in Providence

The stores are designed to satisfy the needs of a population of a million people, are good, and offer exactly the same things, from the same manufacturers, that you would find in New York or Chicago. Local souvenirs of the usual ash-tray, paperweight, or postcard type can be found at the news-stands in the hotels.

North of Providence

U. S. 1 to Boston and the north will take you through PAWTUCKET, an industrial city sprawling across the Seekonk River, and then take you out of Pawtucket and into Massachusetts at one and the same time, for the city limits of Pawtucket are at the Massachusetts-Rhode Island state line. In Pawtucket you might like to see the OLD SLATER MILL built in 1793, the reputed beginning of the New England textile industry. Otherwise I doubt if you will find much of interest there.

Since the main road from Providence to Boston belongs to Massachusetts, we will describe it there, and content ourselves here with mentioning a few places in the northern section of the state that are hardly worth a detour unless you have lots of time, but that should be noted if you happen to be going that way.

The northern section of the state is pretty well industrialized, although several state parks and reservations punctuate the landscape between the factory towns with welcome dots of green. DURFEE HILL at GLOCESTER is the highest point of land in the state. You will have to detour from route U. S. 44 over the Durfee Hill Road to reach it.

Further south, on R. I. 101, near the Connecticut state line is the old SOLOMON DROWNE HOUSE at FOSTER. Dr. Drowne was a surgeon in the Revolutionary War. He named his house, appropriately enough, "Mt. Hygeia."

Way up in the northeast corner of the state, at NORTH SMITHFIELD, is the PELEG ARNOLD TAVERN. It was already nearly a hundred years old when it was used as a gathering place during the Revolutionary War, for it was built in 1690.

The tavern is near WOONSOCKET, a busy manufacturing town offering nothing to the tourist. There are, of course, other things to see in Rhode Island, but if you have followed me this far, I think you will be quite ready to enter another state.

*Not for reading purposes, but
to turn to when needed—*

10

A Few Statistics and a Little History of Rhode Island

Statistics

AREA 1,300 square miles.

POPULATION (1930) 681,000.

CAPITAL Providence, population 243,000.

BOUNDARIES Connecticut on the west, Massachusetts on the north and east, and the Atlantic Ocean on the south.

GOVERNMENT	General Assembly, composed of a Senate with one member for each of the 39 cities and towns of the state, and a House of Representatives elected on a basis of population, but never to exceed 100 members, and no one city or town ever to have over one-fourth of the members.
CLIMATE	Mild, as New England climates go. The mean temperature is 26 degrees Fahrenheit in January and 76 degrees in July.
NICKNAME	Popularly "Little Rhodey." Officially "The Plantation State."
RAINFALL	About 50 inches annually along the coast and 40 inches annually in the north.
LARGEST CITY—Providence.	
RANK AMONG THE STATES IN AREA—48th.	
RANK AMONG THE STATES IN POPULATION—28th.	
DENSITY OF POPULATION PER SQUARE MILE—644.3 (the greatest in the United States).	
CITIES OVER 10,000 IN POPULATION—31.	

A Little History.

1000	Did the Norsemen come here?
1636	Roger Williams, fleeing from Massachusetts to avoid the religious persecution of the Puritan colonists who had fled to Massachusetts to avoid religious persecution, founds the colony (or plantation) of Providence.
1638	John Clark and others, also fugitives from Massachusetts, found Rhode Island on the large island called "Roode Eylandt" by the Dutch of Nieuw Amsterdam.
1643	A third settlement is founded at Warwick.
1647	The settlements are united under one government as the "Rhode Island and Providence Plantations."
1772	Rhode Island has a foretaste of the Revolutionary War when a group of volunteers under Whipple burn a British revenue schooner in Narragansett Bay.

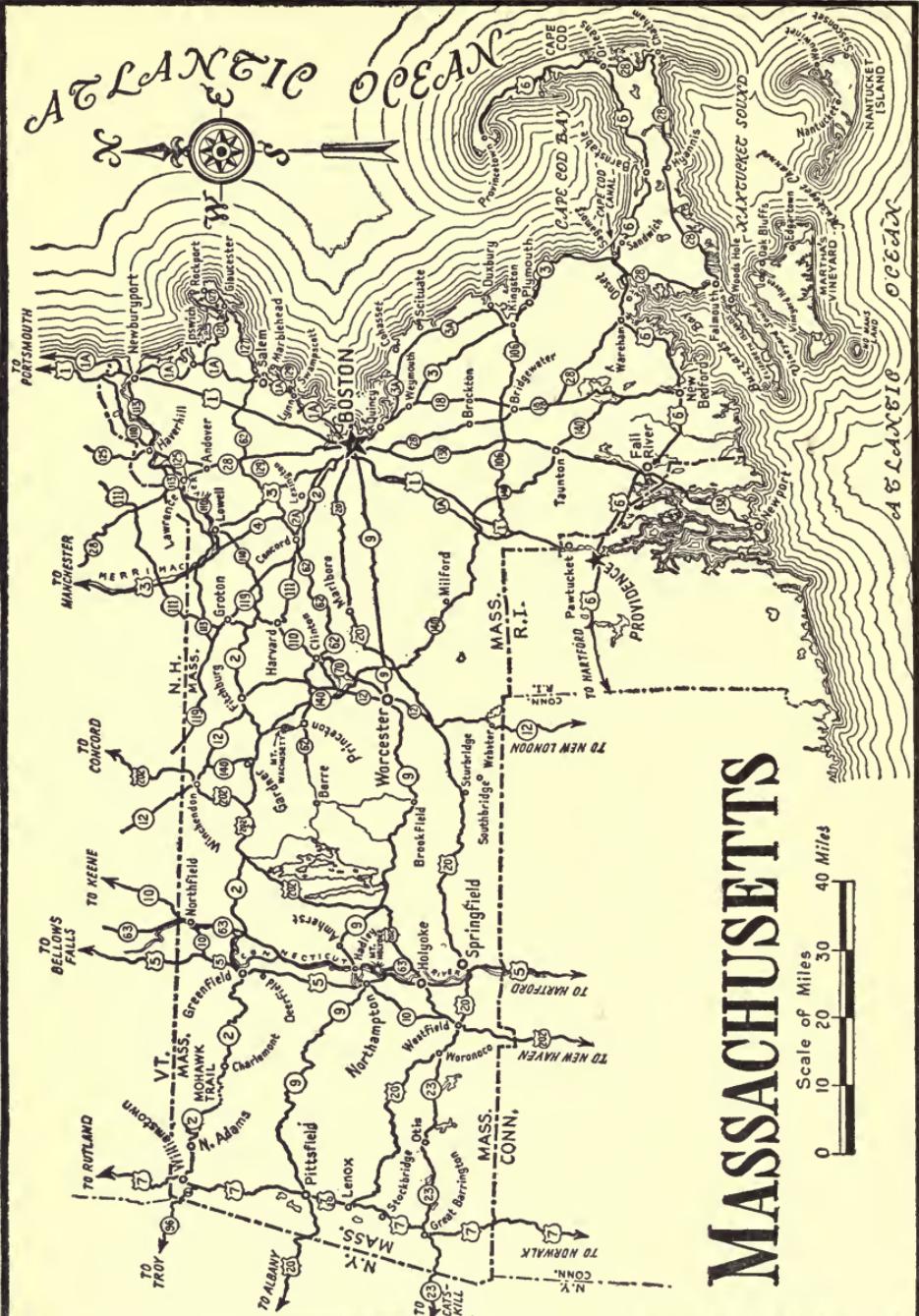
1790 Rhode Island is the last state to ratify the Federal constitution—which had already been in force for a year.

1900 The government is concentrated in Providence. Until then there had been a winter session of the General Assembly in Providence and a spring session in Newport. In the following year the General Assembly moved into the new State House at Providence.

Part Four

MASSACHUSETTS

ATLANTIC OCEAN



MASSACHUSETTS

Scale of Miles

*Art, architecture, music, and
history—*

//

Boston and Its Surroundings

STATISTICS MAKE Boston seem smaller than it is in reality. The city itself is one of only about 780,000 people, but the metropolitan district boasts well on to two million inhabitants. The motorist, entering Boston from any direction, will pass through so many towns and cities which are linked to the parent municipality by every tie except the political that he will

hardly know when he leaves the last of the surrounding towns to enter the city itself. Even the Bostonian is puzzled sometimes, and naturally so. One of the great gates to the city is the Commonwealth Avenue entrance, and here for some distance the street and both sidewalks are in Boston, but the buildings facing one of the sidewalks are in Brookline, and the dwellers in the buildings step from one town to the other each time they pass in or out of the front door, the town line and the building line being one. Brookline, although it is part of Boston geographically, sticks stubbornly to its old political boundaries, refuses to be incorporated in the metropolis of New England although almost surrounded by it, and although it has a population of about 50,000 is quite content to be a town instead of a city, and is still governed by the old Town Meeting!

To attempt to separate these various entities which are really parts of one whole for book purposes would be impossibly confusing for the reader, and particularly for the traveling reader, who would probably find himself crossing a corner of Everett or of Somerville, to his utter confusion, when he still thought that he was in Cambridge! So at the risk of a rather too long chapter I am lumping them all under the general heading of "Boston," and advise you, both while reading and while traveling through, to forget the imaginary lines man has drawn on a map, and treat the cities as the one great beehive which they really are.

The traveler by train will arrive at one of two great terminals. If he comes into Boston from the north he will arrive at the North Station, the terminus of the Boston & Maine Railroad, and journey's end for all trains from northern New England and Canada.

From the west or south (except for a few western trains operating from Albany over the Fitchburg division of the Boston & Maine) the train traveler will end his ride at the

South Station. This huge terminal is the home port of trains of the New York, New Haven & Hartford and of the Boston & Albany, which is part of the New York Central System. The fastest express trains from New York come in on the tracks of the New Haven, making the journey for regular expresses in a few minutes under or over five hours, depending on the number of stops. There are two very smart extra-fare trains, "The Merchants Limited" and the "Yankee Clipper," which make the trip in four hours and a half. Travelers for destinations around Copley Square will find it more convenient to leave the train at the BACK BAY STATION, where all New Haven trains stop, and which is to Boston what 125th Street is to New York.

The Boston & Albany has a few trains from New York, but slower ones, operating in six hours instead of five, by way of Springfield. This line is quite content to leave the direct New York business to its shorter rival, the New Haven, and to concentrate on business to and from the west. The Boston section of the "Twentieth Century Limited" is the crack train of this line. There are two uptown stations which are really one, but have different names! On account of space limitations it was impossible to place the incoming and outgoing platforms opposite each other; so, with a true New England passion for accuracy, the two halves of what is in effect the same station (even though the waiting rooms do occupy separate buildings) are called according to the streets nearest to them. If you are going to a hotel in the Copley Square district you should alight at "Huntington Avenue," but when leaving the same district by the same railroad, you will board your train at "Trinity Place." These twin stations, like the other suburban stations of the Boston & Albany, were designed by the great Richardson, whose triumph of the Romanesque, "Trinity Church," is only a short block or so away. If you will glance up at the treatment of the ceiling in

the waiting rooms, you will see that he has succeeded in making simple railroad stations look oddly ecclesiastical.

The motorist who comes from New York by the most direct and fastest route, that through Hartford and Stafford Springs, should pick up Mass. 9 at its junction with U. S. 20 near Worcester. This will take him into Boston over one of the finest highways in America, and will lead him conveniently to Copley Square by way of Huntington Avenue without a single confusing turn. It is a highway designed for speed, and carefully avoids as many towns as possible on the way. The points of interest near the highway naturally are places to be included in drives from Boston itself, so here I will content myself with recommending only one little detour. On your way to Boston, turn left at FRAMINGHAM CENTRE, and almost immediately behind the line of modern buildings which screen it from the bustle and hurry of the highway you will find one of the most peaceful and one of the most exquisite little village greens in all New England. Just drive slowly around the green, admiring the houses and churches which face it. You don't have to stop at any one, for here it is the whole picture that counts. Then back to the main highway again, and on your way. It won't take over five minutes, and is worth a lot more time than that. The "Abner Wheeler House" here specializes in fried chicken.

U. S. 20 will bring the traveler from New York via Hartford, or from the west, into Boston by a slightly longer and more winding route, through Sudbury with the famous "Way-side Inn," and through Waltham, where the watches come from. It is to be recommended if you have time, but as the feature is the Wayside Inn, which in its turn falls naturally within the scope of another excursion from Boston, I would be more inclined to use the convenient route 9.

From the west via the Mohawk Trail and Fitchburg, you will follow Mass. 2. This is far finer scenically than route

u. s. 20 via Springfield and Worcester, and leads into Boston through Concord and Cambridge. If you want to be sure not to get lost, you have two landmarks. If you have landed on Massachusetts Avenue, with its trolley tracks, just about the time all hope is lost, you will see Harvard Yard and the older buildings of Harvard University on your left. Then almost at once you will be in Harvard Square, easily distinguished by the subway kiosk in the center. Avoid a left turn here, but keep straight on across the Charles River. The stadium will loom up ahead on your right. Do not pass it, but turn sharp left at the end of the bridge, and straight ahead will bring you into Bay State Road and then into Beacon Street. After crossing the trolley tracks (at Massachusetts Avenue again) watch for Dartmouth Street, leading away to the right and easily distinguished, even if you miss the street sign, by its width and the traffic island running down the center. Right turn here, and four short blocks bring you to Copley Square.

If you have followed the new parkway, again the stadium is your landmark. When you see it, cross the river and proceed as above.

If you come into Boston from the south, whether by u. s. 1, from Providence, or by Mass. 3 or 28, your problem is simpler. Follow the crowd and the road signs, and you are almost certain to arrive in Copley Square with no further trouble on your part. If u. s. 1, which you have followed so long, suddenly seems to convert itself into "C 1," follow that! It is just another case of New England accuracy, and means that this is route 1 in the city.

From the north, either by routes u. s. 1, or Mass. 3, or 28, which are the three principal ones from that direction, you will sooner or later arrive at the Charles River Basin. Cross the Basin and turn right on the Parkway along the water's edge. This will end at Beacon Street, where a right turn passing Berkeley Street and Clarendon Street will bring you to

Dartmouth Street with its traffic island, and a left turn will take you to Copley Square as above.

You may wonder why I am so insistent on bringing you to Copley Square. It is because I consider that to be as far as you can conveniently get without having to ask directions on the ground. The Copley-Plaza and the Westminster hotels are on the square itself. The Brunswick is practically on the square. The Copley Square, the Vendome, the Lenox, and the Victoria are only a few hundred feet away, and if you are going to the Ritz, or to one of the downtown hotels like the Parker House, the Touraine, or the Bellevue, the traffic policeman will be able to point out to you exactly how to get there without getting yourself lost on the way. (If you are entering Boston from the north, and are going to one of the last four hotels I have mentioned, it is not necessary to go as far as Copley Square. Turn left when you get to Beacon Street and ask the *first* policeman you see.)

What to See in Boston

Boston has five great sightseeing sections: old Boston downtown, around the Common, Beacon Hill, the Back Bay, and everywhere else. The older sections with most of the historical relics are downtown or near the Common but, since half the people coming to Boston for the first time will arrive at or near Copley Square before they get anywhere else, it is a good place for them to begin their visit.

Copley Square

COPLEY SQUARE is the heart of the Back Bay, and around it are grouped some of the most noteworthy sights in the city. The Italian Renaissance style building of the BOSTON PUBLIC LIBRARY closes one end of the Square. Constructed in 1895 from the designs of Charles Follen McKim, the building seems rather an anachronism to us today. While it is undeniably

beautiful, a changing taste makes it seem odd to us that an adaptation of an Italian style, however much charm that style may have, should be placed in an American region which through the passing centuries had developed such a delightful style of its own. But if you will forget the wailings of the younger school, will realize that when the building was designed no architecture in America was considered "good" unless it copied or adapted something already built abroad, and will then admire the building for the masterpiece which it really is, you will enjoy every minute of your visit to it.

As it is easier to walk downstairs than it is to walk up, I would take the elevator to the top story and begin there. Here is the TREASURE ROOM, where old books and manuscripts of superlative value are kept and displayed, and here is the famous hall decorated with frescoes by JOHN SINGER SARGENT. The subject is religion, ancient and Christian. The arched ceiling and the lunettes at the ends of the hall are riots of color, and over the stairs which you will eventually descend are Sargent's two great paintings, "The Synagogue" and "The Church." You will find in the hall printed descriptions of the frescoes, mounted conveniently on cards, which give a much fuller description of them than space permits me to give here. A careful perusal of the descriptions will add immensely to your enjoyment. (It is interesting to compare these frescoes, so bursting with figures that except for the famous FRIEZE OF THE PROPHETS they seem almost overcrowded, with the cool quiet of the frescoes that the same man did for the rotunda of the Museum of Fine Arts some thirty years later. They make perfect examples of the development of a great artist.)

On your way down the stairs a door on your right will lead to a little balcony overlooking the MAIN READING ROOM of the library, and giving you by far the best view of this noble hall. At the foot of this staircase is the Children's Reading Room,

and at the other end of the building, across the landing at the top of the main staircase, is the book-delivery room, with the FRESCOES OF THE LIFE OF SIR GALAHAD by Elihu Vedder. They are better seen at night, for the room is not too well lighted in the daytime up around the ceiling, where the frescoes are. Here again let me refer you to the printed description to be found in the room.

The most famous murals in the building are the paintings of PUvis de CHAVANNES on the walls of the main staircase. Although, having seen many other works by Puvis de Chavannes during my wanderings abroad, I am compelled to agree with many who do not find these pictures to be among his happiest inspirations, they are worth your detailed study from the descriptive cards which you will find lying on the broad balustrade of the stairs. Perhaps they are not this artist's absolute best, but they are far too good to miss, even so.

Then, descending the main staircase, go for a minute into the central court of the building, or admire the court from the balcony which opens off the landing of the stairs, and I think that you can consider that you have given the Library building its just due.

To the left of the Library, as you leave the building, is the South Church, with a tower of singular grace, and across the square is the Romanesque pile of TRINITY CHURCH, the masterpiece of Henry Hobson Richardson. This severe structure is remarkable for the balance and the building-up of successive masses of the body of the building and the tower. The interior has been much admired. Just to the left of the main entrance as you face the building is ST. GAUDENS' STATUE OF BISHOP PHILLIPS BROOKS. The good Bishop was so much beloved that innumerable stories about him have entered the domain of New England folklore. I cannot resist telling one briefly here, although it has been told in more detail many times before. The Bishop officiated at many christenings, and



OLD STATE HOUSE, BOSTON

BOSTON
PUBLIC
GARDENS



every young mother came home all in a flutter at the *too* sweet thing that he had said about her baby, although she was never able to remember exactly what it was that he had said. His formula never varied. Each time that an infant was placed in his arms he looked at it with his most beaming smile, and then remarked, "My, this *is* a baby, isn't it?"

A walk of only one block down Boylston Street from Copley Square will take you to the NATURAL HISTORY MUSEUM. This old and somewhat gloomy brownstone structure fronting on Berkeley Street, between Boylston and Newbury streets, is the only one remaining of the three buildings which once occupied this square. The other two (of the Massachusetts Institute of Technology) have been razed to make room for the new building of a life insurance company. The museum houses a small but interesting collection of New England fauna and minerals, the guiding spirits of the establishment having very sensibly decided not to try to compete with wealthier organizations but to concentrate on home products.

A walk of one block to the right when you leave the museum will bring you to a district of new office buildings, good in design but in no way typical of New England or of Boston. But walking a block to the left will bring you to Commonwealth Avenue, long a rival of Beacon Street for the honor of being one of the smartest streets in the Back Bay.

The Back Bay

The BACK BAY is so called because it is a district built on made land where the tidewaters of Boston Harbor once rushed up and down the Charles, forming a literal Back Bay behind the city of those days. But now the mud flats either have been filled to make one of the smartest residential districts in the city, or have been covered by the waters of the CHARLES RIVER BASIN.

This great artificial lake, separating Boston and Cambridge,

is one of the most delightful features any city ever had. It was formed by damming the CHARLES RIVER and thus covering with a sheet of fresh water the odoriferous mud flats of earlier days. The entire basin was once enclosed by walls of cut stone. These walls remain on the Cambridge side, but the Boston side of the basin has been naturally landscaped to make the CHARLES RIVER ESPLANADE, a park much loved by evening strollers from Boston's more crowded districts, where little boats from many landings will take you "Round the Basin for 10¢" or for a quarter will give you a longer ride up the Charles to Watertown and back, and where, during the summer months, outdoor concerts of real perfection are given by an orchestra of some fifty players from the Boston Symphony.

I have supposed that you went over to the Esplanade from the Natural History Museum, but if you turned right on Commonwealth Avenue you will be facing the trees and flowers of the PUBLIC GARDEN. Although the display of flowers is most famous when the tulips bloom in the spring, there is no month in the summer when the garden is not bright with blossoms. Swan boats make their leisurely way over the surface of the little artificial lake, passing under the foot-bridge called "the Bridge of Size" on account of its somewhat ponderous type of architecture. There are many statues, large and small, in the garden, the equestrian statue of General Washington being the best-known.

Boston Common and Beacon Hill

Charles Street separates the Public Garden from BOSTON COMMON and marks the approximate water line before the Back Bay was filled in. The Common was once the communal grounds for the grazing of cattle, and the ancient right is kept alive by a family who live on the adjoining Beacon Hill and who once a year tethers a cow on the Common overnight. The FROG POND, once a shallow pool as its name implies, is

now lined and edged with concrete but is still the treasured wading and bathing place of the Boston children. Sacred also to the children of the city is the hill on which stands the large but undistinguished Civil War Monument. During the Revolutionary War, when the Common was a camp of British troops, the general ordered that the boys of the town should no longer slide down the hill on their sleds. A deputation of boys at once visited him to defend their old right to coast here, and so impressed him with their courage that he restored the right, which has been maintained to this day. The PARKMAN BANDSTAND is a favorite place for public meetings, and on Sunday afternoons the broad walk along Charles Street is lined with the soap-boxes of those advocating or denouncing every "ism" under the sun.

Although the Common today is largely surrounded by modern buildings, there are still many old ones overlooking it, particularly from the Beacon Street and the Park Street sides. On Beacon Street many of the old residences, with their famous small-paned windows of old "blue glass," are still proudly maintained by the families and descendants of the original builders, while the Park Street side is dominated by the spire of PARK STREET CHURCH. The corner of Park Street and Tremont Street, where the Church stands, is still called "Brimstone Corner" from the quality of the gospel which was (and from my own experience, still is) preached within the walls of this chastely colonial structure. The Church dates from 1809. The spire and the interior are particularly pure in their architecture. With good New England thrift, the basement is rented to shops.

Less distinguished is the Cathedral of the Episcopal Church, diagonally across Tremont Street from the Park Street Church, a low building almost overwhelmed by the higher modern structures on either side of it. Not architecturally distinguished at all (although of great ecclesiastical importance) is

the larger Cathedral of the Roman Catholic faith on Washington Street, mentioned here only because it is in a part of town where our wanderings would hardly take us.

Next to the Park Street Church itself is the GRANARY BURYING GROUND. A roster of the dead resting here bears the names of many of Boston's greatest citizens: Paul Revere, and John Hancock, and Samuel Adams, and many others almost equally well known even though their fame may be more local. The old Granary Burying Ground is an amazing thing to find tucked away among the towering buildings of a great city.

When Peter Harrison built the KING'S CHAPEL in 1754, he gave us an outstanding example of colonial architecture, and one which fortunately is still in perfect preservation. It was the first Episcopal church in New England, and later the first Unitarian church in America. It is said to have been much disapproved of by the more dour Puritans of those days. The BURIAL GROUND which adjoins King's Chapel dates from 1630 and is the oldest in Boston.

Retracing your steps to Brimstone Corner, and turning to the right there, you will find yourself facing the State House of the Commonwealth of Massachusetts, overlooking the Common from its commanding position on the slopes of Beacon Hill. But before entering the building I would look at the ST. GAUDENS MONUMENT TO COLONEL SHAW AND HIS NEGRO REGIMENT, which stands just inside the fence of the Common at the corner of Beacon and Park Streets.

The central portion of the STATE HOUSE, bearing the dome, was the work of the great Bulfinch. It has been flanked by more modern wings in marble, which contrast strangely with the ancient brick of the older structure. Yet, although when the white paint was scraped from the Bulfinch building and the original color of the brick was restored, architects tore their hair, and the papers were filled with sizzling letters

signed "Pro Bono Publico," I cannot find the contrast unpleasing. Rather it seems to me that the newer wings make a good frame for the simpler Bulfinch façade. But as people who ought to know assure me that in this instance my taste is bad, I can only urge you to look for yourself. In any case I am sure you will agree that the whole effect is one of dignity, and that the State House is worthy of the city and the commonwealth. There is little in the interior to invite you except the really beautiful HALL OF FLAGS.

The State House stands on the slope of BEACON HILL. This district is an odd combination of super-respectability and Greenwich Villageness. Mt. Vernon Street, Chestnut Street, and Louisburg Square are as dignified residential centers as exist, but once over the crest of the hill you are in a region of old houses converted into small apartments, populated largely by the younger generation of Boston's artistic and literary colony. Perhaps of all the streets on the hill Mt. Vernon Street will suffice to show you Boston at its best. Here are the quiet old mansions of Bostonian aristocracy, unpretentious but of real beauty of design (No. 85 was designed by Bulfinch) and somehow reflecting the character of the families which have dwelt in them so long.

Half-way down the hill Mt. Vernon Street forms one side of LOUISBURG SQUARE, which to many is reminiscent of London. Those who think so are right as far as outward appearance goes, but if you can once be in Louisburg Square on Christmas Eve, you will no longer think of it as an imitation of something in a great city overseas, but as the epitome of Boston at its best.

It is worth a journey to Boston to be on Beacon Hill on Christmas Eve. All wheeled traffic is excluded from the district; choirs and groups of bell-ringers parade, playing and singing Christmas carols; the streets are thronged with sight-seers looking at the illuminations and the decorations of the

houses. For this one evening in the year every curtain at the windows of the residences on the hill, so jealously drawn shut at other times, are flung wide open. Family treasures, here a Della Robbia plaque, there an ancient missal, are displayed in the windows, and every window of every house has a candle burning behind the pane. Very little electric light disturbs the gentle yellow glow of the candles which burn on Beacon Hill on Christmas Eve, and which help to make the whole district one of the unique sights of the world.

At the foot of the hill is Charles Street, a busy thoroughfare where every other store seems to be an antique shop. A walk down Charles Street is to be avoided by a lover of old things, as the windows offer too many temptations. If you turn right at the foot of the hill, a short walk will bring you to wide Cambridge Street (the HARRISON GREY OTIS HOUSE up this street again to the right is of mild interest); to the monumental bridge linking Boston and Cambridge and replacing the simpler structure on the same site which is said to have been the inspiration for the line "I stood on the bridge at midnight"; to the many buildings of MASSACHUSETTS GENERAL HOSPITAL; and, right at the Boston end of the bridge, to one of the few places in the city to avoid—the Charles Street jail.

The Twisted Streets of Old Boston

Before American roads were well marked, there was published an excellent motor guide of New England which gave such minute directions regarding road turnings that it was almost impossible to get yourself lost while using it. But when it started to describe the old section of Boston, it declared despairingly: "Don't try to drive through old Boston without a guide"! I can do no better than repeat that excellent advice, only adding that the counsel is equally good if you are walking! It is the most incomprehensible puzzle of criss-cross narrow streets that any large city in America af-

fords. So I will not even attempt to tell you all the turnings to make to reach the fascinating things to be seen in this part of town. Just take a taxi or a street-car to Park Street, or to the first point of interest I will list, and then ask a policeman how to get to the next one. That is, if you are ready to try it on your own and are prepared for a fairly long walk. If not, you will find one of the sightseeing trips of the Gray Line or of the Blue Line an excellent investment.

A good point of beginning is the OLD SOUTH CHURCH. This fine old building, frequently restored since it was built as the South Meeting House in 1729, has long since lost its congregation to the new South Church already mentioned as being near Copley Square. Now a museum and a place of public assembly, it carries on the traditions of free speech which made it a center of revolt in the days before the Revolutionary War. Here the participants in the famous Boston Tea Party began their march to the harbor.

The OLD STATE HOUSE is even older. It was built in 1713. The Lion and the Unicorn of Britain, removed after the Revolution, have since been replaced. When you have admired the symmetry of the façade, go to the rear of the building and note that the sentiment which led to the restoration of the Lion and Unicorn did not interfere with the New England practicality, which converted the basement into a subway entrance!

Near by is a stone circle in the pavement which marks the site of the Boston Massacre. If you have any trouble locating it, look for the brass arrow at 30 State Street, which points to it. On March 5, 1770, the British soldiers lined up near the old State House were taunted by the crowd until with nervous rage (and probably considerable fright) they fired into them, killing several, shedding what was really the first blood of the Revolution, and making the Boston Massacre an historical symbol of intolerable oppression—which quite probably it was.

The CITY HALL and CITY HALL ANNEX are worth only a glance, even though the Annex stands on the site of the old courthouse where it is said that Captain Kidd was tried. But it takes a good deal of enthusiasm to pump up interest in a mediocre building just because it happens to stand on the site of another one. Much more interesting is near-by Franklin Avenue, for which you will have to look closely because it is so narrow. It is not an air-shaft between buildings, but a real street in its own right, and typical of the narrow streets of old Boston.

FANEUIL HALL is of course one of the great sights of the city. Completed in 1742, the building has been much restored. It is interesting to walk through the FANEUIL HALL MARKET on the ground floor, but even more interesting to mount the stairs to the assembly hall above, which gives the building its proud title of "Cradle of American Liberty." In spite of its many restorations, the hall looks much as it must have looked when fiery patriots fulminated against King George. The picture of "Washington Crossing the Delaware," which has adorned so many calendars, hangs in the hall—or did, when I was last there. Particularly dear to Bostonians is the weathervane in the shape of a grasshopper—a most amusing piece of what is today so fashionable as "folk art."

The adjoining section of the city is known as the NORTH END. It is an Italian district, and if you are in Boston on Saturday night, do not fail to go there to see the PUSH-CART MARKET. There are many push-cart markets in many American cities, but somehow this one seems to produce crescendos of frenzy which the others have not yet attained.

PAUL REVERE'S HOUSE is a structure of only four rooms, but it was built in 1677, was already nearly a hundred years old when it became the residence of one of our national heroes, and is in an amazing state of preservation. It will cost you a quarter to get in, but it is worth it if only to see the two enor-

mous fireplaces! The house also contains some splendid old furniture and many mementoes of Revere himself, such as letters. He was a noted silversmith in his day, beautiful examples of his work being housed in the Museum of Fine Arts, of which more later.

As we are all familiar with the story of Paul Revere, we will naturally want to see the OLD NORTH CHURCH and the steeple from which the lantern was hung that started Paul Revere on his ride. But the steeple, alas, is gone, having been replaced in 1808 by the present one designed by Bulfinch—and fortunately so delicately beautiful that its grace more than repays any loss of sentimental values. But the body of the church is the original built in 1723, and by all manner of means you should go inside. There are few more harmonious interiors. Note the brass name plates on the pews. Many of them are still held by the descendants of the original owners.

COPP'S HILL BURYING GROUND is about the last point of interest in the immediate neighborhood. Here you could spend hours reading the super-gloomy epitaphs which were so sincerely felt by the ones who had them inscribed on the rows of old tombstones, and which, through the changed taste of the years, seem so funny to us today. There is a good view of Boston Harbor from Copp's Hill.

Further afield is the BUNKER HILL MONUMENT. It stands in Charlestown, a section of Boston across the Charles River, and is not on Bunker Hill at all but on Breed's Hill, where the battle was actually fought. I would content myself with a distant view of the monument, unless I wished to climb the steps to the top of the granite obelisk.

But a view just as good, if not better, can be enjoyed from the top of the CUSTOM HOUSE. An elevator will take you there. Boston does not approve of skyscrapers, and the Custom House, built on Federal property in violation of the local height restrictions, has long been an eyesore to the citizens, who claim

that it spoils the skyline of the city. They are also much irritated by the new Federal COURTHOUSE, which they say spoils the symmetry of Beacon Hill, and less so by the new POST OFFICE, which is just one more high building with low-relief eagles on the corners.

T WHARF, opening off Atlantic Avenue, is the haunt of the Italian fishermen and a most colorful spot. At the corner of Atlantic Avenue and Pearl Street is a tablet marking the site of Griffin's Wharf, where ninety citizens of Boston threw into the harbor the tea cargoes of three ships in a symbolical exploit that has become famous as the Boston Tea Party. The tablet is not too easy to find, and as the shore line has been pushed far out into the harbor since those days, you will need a good bit of imagination to make it worth your while to hunt up this particular spot.

The Newer Districts of Boston

So far we have interested ourselves principally in the historical sections of Boston lying to the east of Copley Square, but there are many interesting things to be found in modern Boston to the west. Just behind the Public Library, on Boylston Street, is one of the buildings of BOSTON UNIVERSITY. The building is of no distinction and is interesting only as part of this huge educational institution now scattered about the city but eventually to be concentrated in a new group of buildings on Commonwealth Avenue.

It is a fairly good walk of a mile or so from Copley Square to the places I shall next enumerate, so I would advise that you take either a taxi or your own car or a trolley on Huntington Avenue. Just past the tracks and trainyard of the Boston & Albany you will see on your right the huge and ugly MECHANICS BUILDING, used for large exhibitions, sporting events (more or less minor ones—the important ones being held in the BOSTON GARDEN in the North Station building,

which corresponds to Madison Square Garden in New York), and conventions.

Near Massachusetts Avenue is the modest CHRISTIAN SCIENCE MOTHER CHURCH with the huge newer church beside it, built when the first one became too small. The church, or churches, are a block back from Huntington Avenue. But the buildings between the streets have been razed and the intervening gap landscaped, so that an excellent view of the exterior can be had from Huntington Avenue itself. Behind the church is the huge building housing the Christian Science Publications, where the MAPPARIUM, a sort of hollow terrestrial globe showing the map of the world, is justly noted.

On the east corner of Massachusetts Avenue stands HORTICULTURAL HALL, and across the street from it is the large SYMPHONY HALL, the home of the BOSTON SYMPHONY ORCHESTRA. Musicians may argue learnedly as to the relative merits of the symphonic organizations of America, but no good Bostonian will ever join the argument. He *knows*. The orchestra gives a regular series of concerts on Friday afternoons and Saturday evenings (the same programs at both concerts) and a shorter series on Tuesdays. The hall is subscribed almost solid, but a few tickets may be obtained.

In spring and early summer the orchestra gives its series of performances known far and wide as the "POPS." The floor of the hall is covered with tables. Smoking is permitted on the floor, but not in the balconies, and nightly a happy crowd gathers to listen to the lighter classics and sip beer the while. It's fun!

A block further on, on the left side of Huntington Avenue, you will pass the NEW ENGLAND CONSERVATORY OF MUSIC and the huge Y.M.C.A. building, housing not only the "Y" but also NORTHEASTERN UNIVERSITY, which that institution sponsors. Still further out, to the left, though not on the Avenue itself, can be seen the clustering domes of the GREEK OR-

THODOX CHURCH and the buildings of WENTWORTH INSTITUTE, devoted to the teaching of handicraft.

Unless your stay is to be a long one, you will probably only glance at these, and will devote yourself more enthusiastically to the MUSEUM OF FINE ARTS. This building is open free daily except Mondays, when it is closed for cleaning, Christmas, New Years, and the Fourth of July. It ranks with the great museums of the world. There is an almost unrivalled collection of Oriental art, some unique displays in the section devoted to ancient Greek art, such as the small but priceless ivory and gold statuette of the MINOAN SNAKE GODDESS, and an entire section devoted to decorative arts. This may be the most interesting to the student of New England, for here amid lovely things from abroad will be found whole rooms from New England houses—collections of ancient silver (one whole case is devoted to the work of Paul Revere), textiles, wall-papers, and just about everything that could possibly make you break a few commandments.

The collection of paintings is large and well rounded. Few famous artists, ancient or modern, are unrepresented, and the display of the works of early American artists, especially GILBERT STUART and JOHN SINGLETON COPLEY, is particularly noteworthy.

The ceilings of the great staircase leading the visitor up from the Huntington Avenue entrance, and of the ROTUNDA at the head of the stairs, are by JOHN SINGER SARGENT.

The museum really fronts on Huntington Avenue, although the new rear façade facing the Fenway is much the more imposing.

The FENWAY is a charming little park landscaped by the great Olmsted. It follows the course of the sluggish MUDDY RIVER or BROOK (I have heard it called “river” more often although “brook” is more descriptive) through part of Boston

and along the boundary between Boston and Brookline. The lover of landscape architecture at its best will want to follow it for its entire length, but the casual visitor will be content with a glimpse of the ROSE GARDEN almost directly across the narrow stream from the museum.

Turning left as you leave the museum, a short walk through the Fenway will bring you to the ISABELLA STEWART GARDNER MUSEUM. The late Mrs. Gardner was famous for her eccentricities, not the least of which was the building of this "Venetian Palace" overlooking the Muddy River, which was probably the nearest thing to a canal that she could find around Boston. But we are lucky that she did, for having built it she stuffed it with a collection of art objects that is now open to the public. Like the larger Museum of Fine Arts near by, it is not to be missed.

Behind Mrs. Gardner's palace, between Huntington Avenue and the Fenway, is what might almost be called a "Hospital District," for here, closely grouped, are the Children's Hospital, the Palmer Memorial Hospital, the Deaconess Hospital, the Peter Bent Brigham Hospital, and a little further away the Beth Israel Hospital. The whole district is dominated by the magnificent buildings of the HARVARD MEDICAL SCHOOL. Also on the Fenway is SIMMONS COLLEGE, a noted institution for the practical education of women.

BROOKLINE is an almost purely residential district, what stores there are in the town being devoted to the satisfaction of local demands. In fact it is so purely residential that only recently would the town license a moving-picture theatre. Beacon Street runs through the heart of Brookline, and a drive out Beacon Street will bring you to CHESTNUT HILL RESERVOIR and the park surrounding it. A drive around the reservoir is pleasant and will give you a good view of the buildings of BOSTON COLLEGE, maintained by the Catholic

Church, which stand on the hillside overlooking the park. Near by is the splendid modern PALACE OF THE CARDINAL ARCHBISHOP OF BOSTON.

Other sights in the city proper are further away. I am intentionally neglecting the residential suburbs. Many of them—Newton, Milton, Chestnut Hill—are lovely to the eye, but lack anything to describe. However, in Brookline, if the day is clear, you should drive up Summit Avenue to the top of COREY HILL for the extended view over the city and its surroundings.

SOUTH BOSTON is far from being a smart neighborhood but even here are things to see, if your time permits. Here are the AQUARIUM, far smaller than the one in New York but interesting just the same, FORT INDEPENDENCE on Castle Island, and the great Municipal Bath House called by all Bostonians quite simply L STREET. It is a model of its kind. The only charge is a few cents for towels and for the "fig-leaf" which at L Street takes the place of a bathing suit. There are two large enclosed beaches, one for men and one for women, and on these beaches nude (or nearly so) bathing was in order long before nudist camps were ever thought of. Bankers and bakers, merchants and motormen, lie happily in the sand acquiring a deep mahogany tan, with never a sign of disorder or even a loud word, for L Street manners are the best in Boston, and L Street's only aristocracy are the members of that intrepid band known as L Street Brownies, who go into the icy waters of Massachusetts Bay every day in the year, even if they have to brave a blizzard or break holes in the ice to do it!

The BOSTON FISH PIER, also in South Boston, is smelly (more or less) but fascinating. Here is fishing as a big industry, and the Boston Fish Pier is the biggest thing of its kind in the world.

Although it is interesting historically, DORCHESTER can hardly

be considered spectacular. Long ago, when the Battle of Dorchester Heights was fought there during the Revolutionary War, it was a town in its own right. But despite the jealous preservation of the old name, it is now a section of Boston. Out Dorchester way is **FRANKLIN PARK**, the largest in the city, with a very good zoo. The park is pretty, well kept, and not particularly distinctive.

Still further out is the **BLUE HILLS RESERVATION**. These hills, while not very high, are quite a local landmark, and the reservation is a favorite place for afternoon rambles and for picnics. The highest hill is crowned by a meteorological observatory maintained by Harvard University.

The **ARNOLD ARBORETUM** is also too far from town to be visited conveniently during a short stay. This famous botanical garden devoted to trees and shrubs is particularly attractive during lilac time. It is also a department of Harvard.

The economically minded, including those who have to be economically minded whether they like the idea or not, can reach almost any sight in or near Boston by trolley. **PARK STREET STATION**, where many of the lines meet, is in reality a great underground terminal. It is the central point of the Boston Subway system, and Boston built the first subway in America. About fifty years ago Boston's narrow streets were already so crowded that it built a subway under the principal business streets, putting the trolley cars underground. They have been extending the subway system ever since. In the Park Street Station there is an information booth, where free and accurate instruction is given the traveler on how to reach almost any sight in Boston by street-car or subway or elevated train.

Cambridge

Just across the Charles from Boston lies **CAMBRIDGE**. Although they are separate municipalities, they are geographi-

cally the same city. You can reach Harvard Square by trolley, passing the Massachusetts Institute of Technology buildings on the way, or, if you have your own car with you, by a really beautiful drive along the Charles. From Copley Square, drive along Dartmouth Street to its end at Beacon Street. Turn left on Beacon Street, and right at the first car tracks onto Massachusetts Avenue and Harvard Bridge.

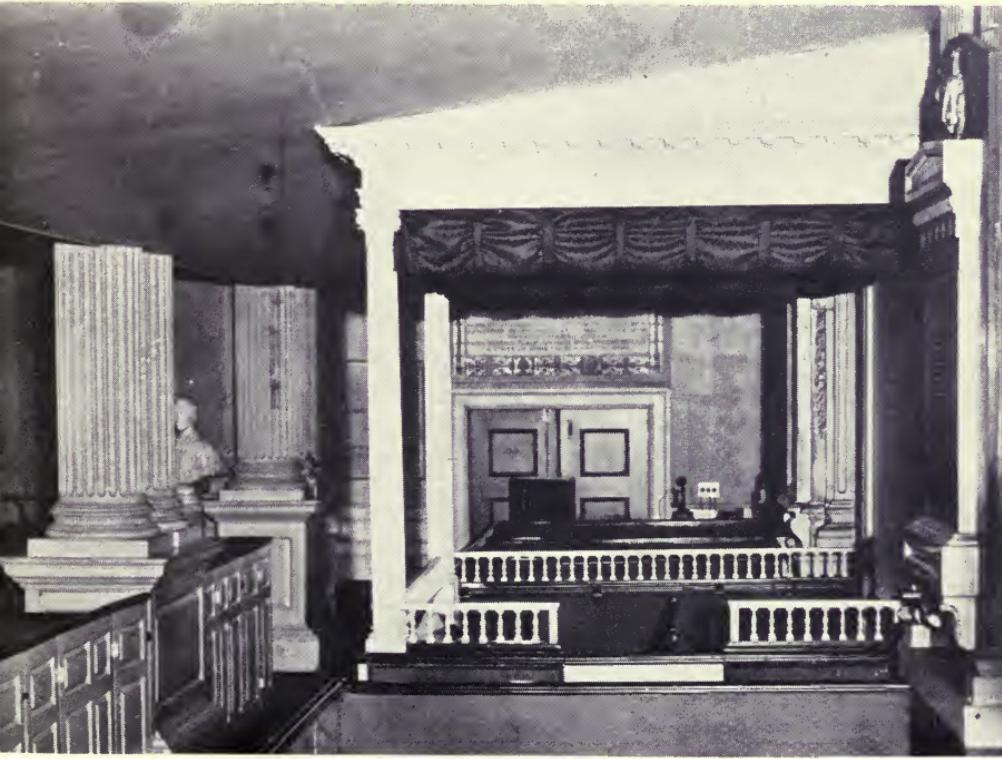
As you cross the bridge you will have a splendid view, not only of the buildings you are about to visit but also of the city of Boston, with the golden dome of the State House on Beacon Hill dominating the scene.

The MASSACHUSETTS INSTITUTE OF TECHNOLOGY is perhaps the most famous of all the schools of engineering and science in America, and perhaps in the world. The buildings are on three sides of a huge square with the dome of the Library in the background. The ROTUNDA under the dome is very fine. The buildings are in a simple semi-classical style, rather severe in their greyness, and the interior consists chiefly of miles of very similar classrooms. At least it seems like miles when you walk through. However, there are bits of machinery and scientific instruments which are fascinating, even to my non-scientific mind. Enquire in the rotunda as to how to visit them.

From the M. I. T. buildings you either can follow the car tracks along Massachusetts Avenue to Harvard Square, or can take the slightly longer but far more attractive route along the river. A short drive will bring you to the new HOUSES (or dormitories) of the Harvard University "House Plan," carefully built in a modernized version of the antique and picturesque with brightly painted towers which may be unorthodox but are wonderfully decorative. Across the river from the "houses" (each one of which is as large as a fair-size hotel) are the buildings of the Harvard SCHOOL OF BUSINESS



FANEUIL HALL





MASSACHUSETTS INSTITUTE OF TECHNOLOGY



ADMINISTRATION, and looming over them, still on that side of the river, is the massive ivy-covered concrete STADIUM.

The Stadium and the School of Business Administration are on the Boston side of the Charles. Connecting them with the Cambridge side where the bulk of the University is located are the Weeks Bridge for foot passengers and the Larz Anderson Bridge, for wheeled traffic, which carries the crowds between the subway station and the Stadium on the days of great games. If you turn right when you reach the bridge you will soon reach Harvard Square. Here you should leave your car and prepare to see the rest of the University afoot.

HARVARD YARD is perhaps the most beautiful of all American college grounds. It has an air of quiet age that somehow blends the rather heterogeneous collection of buildings within its gates into a harmonious picture truly representative of New England at its best. The oldest building in the Yard is Massachusetts Hall, built in 1720, and the most beautiful—at least to me—is University Hall, built in 1813 from designs by Bulfinch. You will wish to visit the WIDENER LIBRARY, with a notable treasure room of rare and first editions, and the fairly new CHAPEL built in a modification of the colonial style. Otherwise just wander under the elms and absorb as much as you can of the atmosphere of the Yard without attempting any deliberate sightseeing.

For as soon as you leave the Yard, plenty of other sights will force themselves on your attention. Probably you will first wish to visit the world-renowned collection of GLASS FLOWERS, not only beautiful but so faithful to the originals that they are used for the study of botany. They are housed in the UNIVERSITY MUSEUM, or Peabody Museum as it is often called, and while there are other interesting things to see there, you will probably concentrate on the flowers to the exclusion of all else unless your stay is to be far longer than the average.

The FOGG ART MUSEUM houses a collection too valuable to be missed. The Italian Primitives alone would make it worth your while to take a trip to Boston. Then there are the GERMANIC MUSEUM and the SEMITIC MUSEUM, each in its own building. Just outside the Yard but still far too much in the center of things is the huge brick horror called MEMORIAL HALL, with the old University Dining Hall in one end, and with Sanders Theatre, an auditorium used for concerts and Commencement in inclement weather, in the other.

BRATTLE STREET is something else that must not be missed. This elm-shaded thoroughfare is one of the truly "smart" streets of New England. Many of the houses along the street have been occupied by the same families for generations. It will lead you to the house built in 1759 which was the residence of Henry Wadsworth Longfellow when he was a professor at Harvard. We think of Longfellow as a poet and linguist, but the Harvard student of his day, while respecting his intellectual attainments, thought of him primarily as the great dandy whose clothes must be religiously copied by those who desired their apparel to represent the last word in fashion!

The WASHINGTON ELM, where the General took command of the Continental Army, has at last yielded to time, but the site is marked at the corner of Mason and Garden Streets. General Washington used as his headquarters what was later to become the Longfellow house, and the General's private room was the poet's study.

The seventeenth-century OLD TOWN BURYING GROUND with its quaint epitaphs may attract you, and you may wish to glance at Christ Church, built in 1761, and at the First Parish Church, built in 1833. Both these churches are near the COMMON, now a park, like Boston Common across the river.

If your appetite for colleges is not yet sated, there is still RADCLIFFE COLLEGE to be visited. This is so closely allied with

Harvard that it might almost be called the Women's Department of the University.

A trolley from Harvard Square or your own automobile will take you to MT. AUBURN CEMETERY, where many of Boston's great (including Mary Baker G. Eddy) are buried, or further away to WATERTOWN, with its great Arsenal, and to WALTHAM, famous for watches. But I would not bother to go to the last two places mentioned until I had exhausted all other sightseeing possibilities.

The Outskirts of Boston

First of all I would go to LEXINGTON. Follow Massachusetts Avenue through Arlington, and it will bring you to the historic town where the Revolutionary War started on April 19, 1775. Here the Minute Men were gathered on the Green to prevent the march of General Gage's troops on Concord, where ammunition had been stored. The GREEN is one of the prettiest in New England, surrounded by houses so freshly painted that it is impossible to believe that some were standing when the troops and the Minute Men clashed in front of them. In the center of the green is Kitson's well-known MINUTE MAN STATUE.

Massachusetts Avenue, which has brought you to Lexington, is at the same time Mass. 2a. Along the road between Arlington and Lexington, and again between Lexington and Concord, are many tablets telling concisely of the stirring happenings of long ago. It is worth your while to pause and read them, for they give you an excellent idea of these events on the ground where they happened.

CONCORD shares honors with Lexington as the starting place of the Revolutionary War, for it was on the same day when the "Embattled farmers stood" where Daniel Chester French's statue is now placed "and fired the shot heard round the world." The "rude bridge that spanned the flood" has long

since rotted away and a concrete imitation has taken its place. And don't be too disappointed when you find that the "flood" is the pretty, narrow, and very placid Concord River. As you cross the bridge after leaving the statue you will see at the right the graves of the British soldiers killed there, still scrupulously cared for and marked with a touching inscription.

Concord was the heart of one of the greatest literary movements in American history. Near the battlefield is the house celebrated by Hawthorne in *Tales from an Old Manse*. Hawthorne, Emerson, Thoreau, and several Alcotts are all at rest in SLEEPY HOLLOW CEMETERY. Their houses are scattered about the town. Each one is a point of pilgrimage. WALDEN POND is no longer the peaceful little body of water of Thoreau's day. It is now one of the favorite bathing places of the youth of the neighborhood, and even of many from Boston. The water is crowded all day long and even late into the evening, and the air is filled with the shouts and happy clamor of the crowds who have sought this playground.

Although you will not wish to visit all the famous "literary" houses in Concord, you will wish to enter the ALCOTT HOUSE, where *Little Women* was written. You will also wish to see the period rooms in the ANTIQUARIAN HOUSE, as the excellent little local museum is called. The Old Mill serves excellent meals.

From Concord, Mass. 126 will take you to Wayland, and a right turn onto U. S. 20 will bring you in short order to the Wayside Inn. If Concord and Lexington have taken up too much time, you can make a special pilgrimage to the Wayside Inn by U. S. 20 through Waltham to WESTON, which is one of Boston's prettiest suburbs, and where a short detour will give you a glimpse of one of the most charming village greens and one of the prettiest modern town halls for many miles around, and then through Wayland.

The **WAYSIDE INN**, made famous by Longfellow, was started in 1868, and the original building still stands, although it has been much extended since, particularly in recent years. It is the property of Henry Ford, who keeps it open as an inn, which it has been ever since it was built. The meals are perfection (but not cheap), all vegetables coming from the farms of the establishment. A veritable village has been built and collected around the inn. There are a grist mill with an immense water wheel, a school for boys, and, most famous of all, the little red schoolhouse where Mary's little lamb is said to have proved its much-sung fidelity. The **WALLED GARDEN** of old-fashioned flowers just beside the inn is particularly lovely, and the main building houses a notable collection of early American furniture and household appliances. Although it is located some twenty-five miles from Boston, the Wayside Inn is one of those things not to be missed.

If you are devoting an entire afternoon to the Wayside Inn, you may find it pleasant to continue your drive to **MARLBORO**, a manufacturing town, turning left here onto Mass. 85, which will take you past a series of pretty little lakes making part of the Boston Reservoir system to **SOUTHBORO**, where is located the ultra-smart **ST. MARK'S SCHOOL** for boys.

From Southboro, Mass. 30 will take you through pretty country to Mass. 9 at Framingham Center (see page 92), and Mass. 9 in its turn will lead you to the road for Wellesley.

The buildings of **WELLESLEY COLLEGE** for women stand in extensive grounds, the main roads of which are open to the public. You should certainly spare the few minutes necessary to visit them.

Then you can either return direct to Boston via Wellesley Hills and Mass. 9 once more, or you can take Mass. 135 to Needham and Dedham, picking up U. S. 1 there for your return to the city. The dignified **DEDHAM COURT HOUSE** has been the scene of many of America's most famous trials, in-

cluding that of Sacco and Vanzetti, the echoes of which are still reverberating around the world.

The Community Kitchen is famous for real New England food. It serves a New England boiled dinner on Thursday nights, fish chowder on Friday nights, and the traditional baked beans on Saturday nights. New England considers it almost immoral to serve baked beans on any day but Saturday.

Where to Stay in Boston

The Ritz-Carlton, the Copley-Plaza, the Vendome, and the Somerset are almost surely the four ranking hotels in Boston today. The Ritz-Carlton has a magnificent location on Arlington Street overlooking the Public Garden, and is luxurious, dignified, and expensive. It is said to be the ritziest Ritz in America.

The Copley-Plaza, facing Copley Square, is the great rival of the Ritz-Carlton. It is almost as expensive, if not quite, but is also ultra-smart. Although older than the Ritz-Carlton, it has a tried and faithful clientele which has never deserted it.

The Vendome is the type of excellent hotel that has a dining room full of perfectly groomed snow-white heads. It is on the corner of Commonwealth Avenue and Dartmouth Street, two short blocks from Copley Square.

The Somerset is further out Commonwealth Avenue, near Kenmore Square. Its outdoor restaurant is particularly delightful in the summer. Not so expensive as the Ritz, like the Copley-Plaza it is still far from cheap. Its ballroom is a favorite spot for very Junior League dances.

Conveniently located on Kenmore Square and easily reached by motorists using the Commonwealth Avenue entrance to Boston is the Kenmore. It is fairly large, and less expensive than those named above.

The Statler, a block from the Public Garden, is exactly what the name implies. It is large, somewhat impersonal, al-

most entirely transient in its clientele, and highly satisfactory.

The Parker House is one of the famous old hotels of Boston. It has retained its clientele and much of its atmosphere in the new and splendid hotel building which it now occupies. It is very convenient to the Common and the sights of old Boston. Not cheap.

The Touraine, now on the old-fashioned side in fittings and decorations, has become frankly transient and commercial. It is in a very convenient location overlooking a corner of the Common but far from quiet, as it is at the corner of Boylston and Tremont Streets, one of the busiest in Boston.

The Manger is a good-sized, modern hotel adjoining the North Station. I have never stopped there, but have heard that the food and service are good.

The Bellevue on Beacon Street near the State House is very popular among the somewhat smaller establishments. It has a very faithful clientele. So has the Lenox, on Boylston Street, near Copley Square.

Frankly old-fashioned in appointments are the Brunswick, the Victoria, and the Westminster, all near Copley Square. The Westminster has a roof-garden restaurant.

In Cambridge the Commander is an up-to-date hotel, near Harvard Square. So is the Continental, although more of the apartment-residential type.

There are many others, large and small, and the omission of one of them from this list is in no sense derogatory. But I feel that the foregoing should give you a sufficiently large choice, and have therefore limited myself to hotels with which I happen to be personally familiar.

What to Do in Boston

Boston has two Major League BASEBALL teams, and games are played at frequent intervals at BRAVES FIELD or FENWAY PARK.

There are HORSE RACES in the summer at several near-by tracks. Special trains are operated to the tracks on racing days.

TENNIS MATCHES at the Longwood Cricket Club are of world-wide fame. For the amateur there are innumerable courts scattered about the city.

GOLF is played at many clubs, of which the Country Club (in Brookline, but *never* to be called the Brookline Country Club!) and Braeburn are probably the smartest. Your hotel can hardly arrange to have you play there, but will have connections with some other excellent ones. Then there are public links—notably those in Franklin Park.

BATHING is popular, but the water will seem cold to most visitors. The smart beaches are all at some distance from the city, but one who does not mind humanity in the mass will find the same ocean at Revere Beach, L Street, Nantasket Beach, and many others.

SAILING on the waters of Boston Harbor is pleasant, but again the great yachting centers are further afield.

CANOEING on the Charles is a great summer amusement. The largest canoe-renting establishment in the world (or so I'm told) is at Norumbega Park, on the Charles.

There are AMUSEMENT PARKS of the conventional Roller-Coaster and Salt-Water-Taffy type at REVERE BEACH and at NANTASKET BEACH. These amusement areas may not be "refined" but they are lots of fun. Revere Beach can be reached by trolley from Scollay Square, with connections from other points, or by your own car. Nantasket Beach, smaller and consequently quieter, is reached by a delightful sail of about an hour down Boston Harbor, or by automobile.

At NORUMBEGA PARK there is a smaller and quieter amusement park of the picnic-grove variety. It is pretty, although the mosquitoes are often troublesome. A persistent legend says that a Viking ship came up the Charles to this point, and

that the name Norumbega is the Indian pronunciation of Norway. Maybe so.

There are several legitimate theatres, the Colonial being the largest in regular use. During the winter there is a short season of opera at the huge Boston Opera House.

The largest MOVING-PICTURE THEATRES are in the downtown section, with the exception of the State, which is on Massachusetts Avenue. The most elaborate performances, complete with stage shows, are at the Metropolitan. At the Fine Arts, a tiny but comfortable little hall in the State Theatre Building, are shown the best of the foreign films.

The BOSTON SYMPHONY ORCHESTRA has a season of 24 weeks during the winter. The concerts are held in Symphony Hall, the program of Friday afternoon being repeated Saturday night. There are also concerts of the orchestra on other evenings or afternoons. In the late spring and early summer, Symphony Hall is devoted to the "POPS." Later in the season the orchestra moves outdoors for the delightful Esplanade Concerts on the bank of the Charles. Smaller musical events are usually held in Jordan Hall, again largely during the winter season.

There are a few NIGHT SPOTS. The "big name" orchestras are usually booked at the Ritz-Carlton Roof. The Mayfair and the Coconut Grove are usually considered tops among the night clubs, and the Pent House atop the Bradford Hotel appeals to the people who want a slightly more economical evening.

Boston has good RESTAURANTS. For perfect food you cannot beat Locke-Ober's establishment in Winter Place. The Viking supplies smörgåsbord, as its name would suggest, and there are Russian, Greek, Armenian, Syrian, Chinese, and what-have-you restaurants scattered around town. For excellent American food at (not too) reasonable prices, the Bos-

tonian swears by the Brittany Coffee Shop, the Salmagundi, and the New England Kitchen. The Ginter Company maintains a chain of restaurants which are surprisingly good for the prices charged. The tiny Tobey House, in Copley Square, has excellent home cooking and superlative baked beans on Saturday nights. Durgin Park, near the Faneuil Hall Market, is famous for the perfection of its meats, although the service is reduced to very simple essentials. The Union Oyster House is noted for sea food. And of course there are good restaurants in the hotels. In Cambridge the Cock Horse not only serves good food, but serves it in the house of the village blacksmith immortalized by Longfellow.

What to Buy in Boston

ANTIQUES are probably more distinctive souvenirs of a visit to New England than anything else, and naturally, as the metropolis of New England, Boston is particularly rich in shops selling them. Many of the best ones are on Charles Street, although others show up in most unexpected places. But if you spend an afternoon browsing up and down Charles Street you will undergo sufficient temptation for one visit.

The DEPARTMENT STORES offer the luxury articles and articles of daily use that you would naturally expect to find in the great stores serving a metropolitan area of some two million inhabitants. The most famous of these stores are Filene's, Jordan Marsh & Co., R. H. White, and R. H. Stearns.

The ARTS AND CRAFTS offers locally made articles of real beauty. It is on Newbury Street near the Public Garden.

CARBONE, on Boylston Street, also near the Public Garden, began as a florist shop and developed into a famous gift shop featuring imported Italian articles old and new.

GOODSPEED's on Ashburton Place is one of the most famous book stores of the "first edition" variety in the world. For other old and rare books in profusion, and perhaps at lower

prices, browse through the second-hand bookshops on Cornhill. The Personal Bookshop has always an excellent stock of the latest publications and so has the Old Corner Book Store. Lauriat's specializes rather in limited and de luxe editions.

Trefry & Partridge specialize in old silver and antique jewelry. Modern jewelry of great beauty is featured in the stores of Bigelow-Kennard, of Shreve, Crump & Low, and others.

Space forbids me to mention many more. In general you will find in Boston the same articles at the same prices as in other American cities. I have merely tried to name here a few stores that seem to me to be outstanding for one reason or another, although there are many others equally good to which I may seem unjust.

*Through history every inch
of the way—*

12

Toward Cape Cod

CAPE Cod and the South Shore are favorite resorts for visitors to New England; and, in addition, the beaches are lined with the cottages of New England people who see no reason for going far afield when they have such an ideal vacation land near home. Many a man has a house for the winter in Boston and a summer cottage in one of the towns fifty, seventy-five,

or a hundred miles away, and thinks nothing of commuting to and from work in his car.

Each of these men will have his favorite route to the Cape and will argue long and learnedly regarding its peculiar virtues, but all will agree on one thing, which is that the one I am about to recommend is the one to be avoided, not because it is not interesting, but because it is too crowded. But the commuter is in a hurry to get to work at the same time of day as other commuters, or to get home for a swim before dinner, whereas presumably you are not in a hurry at all.

So leave Boston by Mass. 3, resign yourself to moderate speeds, and console yourself with the thought that the points of interest along the way will more than repay you for an occasional traffic jam, particularly on some of the side roads over which I intend to lead you.

QUINCY is practically part of Boston, although under a separate government. It is a fine, modern little city that never lets you forget that it gave the United States two of its early Presidents—John Adams and John Quincy Adams. The JOHN ADAMS HOME is decidedly simple. Once a little farmhouse, it is still surrounded by enough land to warrant a rail fence and a turnstile! The interior is well worth a visit. There are hand-hewn beams of ancient seasoned timbers, a colossal fireplace, and a secret chamber. It is easy to compare it with the BIRTHPLACE OF JOHN QUINCY ADAMS, for that house is next door and almost equally simple. When they had come up in the world the two presidents later occupied the VASSAL-ADAMS MANSION, which would be worthy of your visit for its fine colonial architecture, even without its historic associations.

Probably these three will satisfy your desire for old houses, at least for one morning or afternoon, but if not you might care to glance at the COLONEL JOSIAH QUINCY and DOROTHY QUINCY HOUSES, both intimately associated with the history of the town.

Quincy granite is famous, and the great quarry here supplied the material for Bunker Hill Monument. It is said that the first railroad in America, although horse-drawn, was built at Quincy to transport the granite blocks from the quarry to the waiting ships.

Quincy has long been associated with ships and shipbuilding, and today one of the largest shipyards in America, the FORE RIVER YARDS of the Bethlehem Steel Company, will loom up to your right as you cross the bridge over that stream on your way out of town.

Quincy has a large Finnish colony, and these excellent settlers have brought many of their best institutions with them. They have not only established a real *Sauna* or FINNISH BATH of the type beloved by that athletic race, but they have also instituted a COOPERATIVE MARKET which is considered a model by sociologists.

And before we leave town it might be well for you to note that the name of the city is not pronounced Quince-sea like the fruit, but Quins-zee like the sore throat!

You should leave Quincy by Mass. 3a, a broad and splendid highway to Hingham and beyond. HINGHAM is one of Boston's favorite suburbs. While largely modern, it has a few evidences of the old days. The OLD SHIP CHURCH is interesting on account of the lookout built on its roof. Square-railed platforms, called WIDOWS' WALKS, are familiar sights along the Cape and the Massachusetts shores. Perched as high as possible on the roofs of the houses, legend says that they were built so that the seaman's wife could watch for her husband's return—a vigil that was all too often unrewarded hence the name.

The old GARRISON HOUSE is interesting as a house fortress. Its walls are stuffed with clay and straw mixed to stop bullets or arrows, and in the old ORDINARY, once a tavern as its name implies, the Hingham Historical Society maintains an arrest-

ing collection of antiques and other early American relics. Good food is served at the Black Horse.

Continue on Mass. 3a after leaving Hingham until you reach the signs pointing to Nantasket Beach. Here I would desert Mass. 3a for a few miles and follow the exquisite JERUSALEM ROAD almost along the water's edge into Cohasset.

COHASSET is smart, sophisticated, and expensive. It is almost entirely a cottage colony, and while a drive through with a glimpse of the elaborate summer homes is pleasant, there is nothing to detain the tourist unless there happens to be a carillon concert. There is a CARILLON of 51 bells in the tower of the modern St. Stephen's Church (Episcopal), and delightful concerts are given at frequent intervals during the summer months. Kimball's is splendid for sea food.

MINOT'S LEDGE LIGHT, a granite tower 114 feet high built on a dangerous rock ledge off shore, is called the "I Love You" light from its 1-4-3 flash. Note that the coping just below the lantern slopes out to deflect the waves. If you think that a wave can't dash a hundred feet up a tower, you don't know the winter storms that sometimes lash this coast.

At North Scituate is another famous sea-food place, called Hugo's, and at SCITUATE you may see the well made famous by "The Old Oaken Bucket," although I honestly can't imagine a single reason why you should want to. MARSHFIELD was where Daniel Webster spent the latter years of his life.

Far more interesting historically is DUXBURY, where many of the houses and estates have passed down for generations in the same families. The town was founded by Myles Standish, John Alden, and other members of the Plymouth Colony in 1627. The STANDISH MONUMENT is on the summit of Captain's Hill (VIEW), and there are many graves of the Standish family in the OLD BURYING GROUND.

The 1674 BRADFORD HOUSE at KINGSTON will show you old window panes and a very nice well in case you missed the one

at Scituate. In this suburb of Plymouth the old tradition of the "Rope Walk" is carried on by a modern company making all sorts of ropes and cords.

Plymouth

PLYMOUTH is probably the best-known small town in America, for whether he has ever visited it, or ever expects to visit it, every schoolboy has heard of PLYMOUTH ROCK. It stands today under a most inappropriate stone canopy which seems to have been expressly built to make the scene look as little like the Pilgrims' landing place as possible. However, it is the point of pilgrimage for thousands, and rightly so, for few historical markers in the world are so perfectly connected by unbroken tradition with the original site.

The 81-feet-high NATIONAL MONUMENT to the Pilgrims is a clumsy stone horror in the worst traditions of the middle nineteenth century, but the bronze STATUE OF MASSASOIT, that Indian chief who became known as "The Friend of the Whites," is a really beautiful work, placed well on a little bluff overlooking the harbor. Near by in BREWSTER GARDENS are other charming statues.

But after all, the interest of Plymouth is historical, and an old house is more significant of Plymouth than a modern statue can possibly be. Probably the oldest in town is the WILLIAM CRANE HOUSE, built in 1664. An original section of this house still stands and is said to be the oldest completely *unrestored* structure still existing. There are many others of interest, but they have confessedly been restored, although the work has been lovingly done. Among them are the RICHARD SPARROW HOUSE, the JOHN HOWLAND HOUSE, the KENDALL HOLMES HOUSE, and the TABITHA PLASKET HOUSE. The last-named is probably the youngest, for as far as we know it was built as recently as 1722.

Of course, if you are willing to look at the rock, say "Well,

now we've seen Plymouth," and then hurry on down the road, that is that; but if you really want to see the many interesting things in this cradle of American history, I advise you to pick up one of the guides who are usually to be found near Plymouth Rock or near PILGRIM HALL, which you will want to see anyway for the paintings and the early official records of the town which are on view there. The guide will cost you little but will save you many steps. He will take you to COLE HILL, where the men and women who died during the first terrible year were buried in unmarked graves, with corn planted over them so there would be no trace to show the Indians how rapidly the ranks of the colonists were being depleted. He will also take you to the BURYING GROUND, with quaint inscriptions on the old tombstones.

In addition to the relics in Pilgrim Hall, I am sure you will enjoy visiting the WILLIAM HARLOW HOUSE, kept up by the Plymouth Antiquarian Society to illustrate the home life of the colonists; and especially the child's playroom in the attic of the ANTIQUARIAN HOUSE, where there is a delightful collection of old toys.

There are good places to stop in Plymouth. The beautiful Mayflower Hotel, luxurious and correspondingly expensive, quotes rates of seven dollars per day up, American plan. The Plymouth Rock Hotel is half the size and half the price. There are innumerable tourist homes, and many restaurants near the rock.

Souvenir stands offer the usual things to be found in souvenir stands the world over. Antique shops abound.

From Plymouth follow Mass. 3 to Sagamore. There is nothing to stop for on the way, although the road is a pleasant one. At Sagamore, cross one of the great bridges over the Cape Cod Canal, and you will be on the Cape at last. The CAPE COD CANAL is a great artificial waterway connecting Massachusetts Bay and Buzzards Bay, which saves ships be-

tween Long Island Sound and points north of Cape Cod the long journey around the tip of the Cape.

You may not own a piece of "Sandwich Glass" but you must have heard of it. And, as SANDWICH is the first town you will pass while driving down the north shore of the Cape, you might enjoy visiting the MUSEUM, where a really excellent collection of this glass can be seen on its own home ground.

Cape Cod

Although I will conscientiously enumerate some of the things to look at on the trip down the Cape, let me mention here that the real sight of the excursion is not a mass of old houses or ancient towns, although there are certainly plenty of those. The real sight is the Cape itself. Its charm is indescribable, but real. There is nothing to describe about sloping-roofed little cottages, of the type known as "Cape Cod," nestling in a clump of lilac bushes, yet when you see them you realize that few types of architecture have ever so perfectly suited the landscape for which they were designed.

It is only about sixty miles from the Cape Cod Canal to Provincetown, but there are so many places on the way to stop and look at some bit of placid beauty that it is easy to find the drive taking a whole day. U. S. 6 is the road to follow along the north side of the Cape, and Mass. 28 along the south.

The STURGIS LIBRARY at BARNSTABLE dates from 1645, and the COACH HOUSE is five years older. Barnstable is the largest community on the Cape. While these houses are the only real sights in town, unless I had allowed ample time for my journey to Provincetown I would pass them up in favor of a slow look at something I consider finer, if not almost unique.

The CATHEDRAL ELMS OF YARMOUTH are something that would make me slow down. There are few places today

where for a mile and a half the main highway is arched with living green! And not only do the trees in themselves make the road a thing of great beauty, but the highway is lined on either side with half a hundred stately old houses, not so *very* old, but of great beauty, simplicity, and dignity. Built largely in those proud days a hundred years ago when American sailing ships were the pride of the seas, they are called the **SKIPPERS' HOMES**, for the sea captains who returned to them from voyages to the far corners of the earth. Many a vase that would make the director of a museum consider burglary, or many a rare embroidery or bit of jade grace the rooms within.

Although there are bathing beaches all along the north side of the Cape, the water is far colder than it is on the south side, and since the Cape is only a few miles wide, you might prefer to cross it on one of the numerous transverse roads and do your bathing in warmer waters. I will mention the more famous of the south-side bathing places further on in my description of those shores.

DENNIS is the site of two modern resorts that you are sure to visit in the natural course of events if you stay on the Cape for any length of time, and one of which you should try to see even during a short visit. The **CAPE CINEMA** is justly proud of its mural by Rockwell Kent, and the **CAPE PLAYHOUSE** is a popular resort of summer visitors.

There are other old houses at **BREWSTER** and at **ORLEANS**, but by this time Provincetown will probably be beckoning hard. **WELLFLEET**, a popular resort and the home of many legends, will soon be left behind, but no matter how great my hurry, I would pause for a moment at **TRURO** to see the **HILL OF CHURCHES**. Here have been erected three "meeting-houses" on the same hill. Some say they were built there to be "nearer to God," and others that they were put on this high land so that their spires could serve as a beacon to fishermen. But as the fishermen could hardly need three spires as a bea-

con, I prefer to believe that in this case spirituality triumphed over practicality, and that the first reason was the true one—even though one of the churches has since been converted into a Town Hall!

NORTH TRURO is said to be the spot where Myles Standish landed with a scouting party from the *Mayflower*, and if you will turn left on Depot Road you will find a bronze tablet commemorating the event. You will also find a splendid view of Cape Cod Bay from the Old Bayberry Candle Place.

PROVINCETOWN is where U. S. 6 finally ends, although an unnumbered road goes a bit further to fling a loop around the extreme end of the Cape, and where you can see the fantastic dunes called PROVINCE LANDS. A lighthouse and a Coast Guard Station both mark almost the extreme point of land of Cape Cod.

In Provincetown itself the town crier still calls out the news. It is an extraordinary community of Portuguese fishermen, the families of a few early settlers clinging tenaciously to their old dwelling place, and a colony of artists famous over America. The most conspicuous sight in town is the PILGRIM MONUMENT. Somehow the FIRST LANDING PLACE OF THE PILGRIMS, still carefully marked, is felt instinctively (and rightly) by the visitor to have been merely a way-station on the way to Plymouth, so much more associated with Pilgrims in the public mind. So if you wish to visit it, you will find it at the end of Commercial Street, but more interesting to me on the same street, at No. 473, is the HOME OF MAC MILLAN, the famous Arctic explorer. The loan collection of his Arctic exhibits, as well as a fine assemblage of Sandwich Glass, can be seen at the HISTORICAL MUSEUM. A remarkable but rather impromptu collection of the works of famous American artists can be seen in the CHURCH OF ST. MARY OF THE HARBOR.

But the real sight of Provincetown is Provincetown, just as the real sight of the Cape is the Cape. Yet although Provincetown is at the tip of the Cape, and although it is the ultima Thule of many a pilgrimage down the Cape, I cannot make it really representative of Cape Cod to my own mind. Fascinating as it is, it seems to me not to represent so much the Cape, as Provincetown! It is just a *little* too self-conscious in its careful carelessness. But it's fun, and a grand place to stay for a while.

I have heard the Gifford House (five dollars up, American plan) well recommended, and also the Provincetown Inn (five dollars up, American plan). There are good but not cheap tourist camps near by. The rates range from two dollars and a half for a single cottage to ten dollars for a double cottage per night in the summertime, and they are usually booked solid in advance, particularly on week-ends.

You will have to return by u. s. 6 as far as Orleans, and you might like to pause at EASTHAM for a glimpse of the OLD WINDMILL, one of the few remaining on the Cape. At Orleans turn left, and you will be on Mass. 28, the main highway along the south shore of the Cape.

Cape Cod, when seen on the map, looks oddly like a bent arm shaking a fist, and the CHATHAMS, consisting of North Chatham, Chatham Port, South Chatham, and Chatham Center, are at or near the elbow. The Radio Corporation of America maintains here the famous CHATHAM RADIO STATION for communication with Europe or with ships at sea, and the WIGHT MURALS in the Congregational Church at Chatham Center roused a minor storm of controversy when they were unveiled.

The Chatham Bars Inn is luxurious and expensive. Good bathing and all sports. Less expensive is the Hawthorne Inn, charging four dollars up per day, American plan, as against the

Chatham Bars Inn's eight. In the medium-priced class is the Mattaquason Hotel, charging six dollars per day up, American plan.

Most of the conventional sights are along the north shore, but the greatest summer colonies, attracted by the splendid beaches washed by waters warmed by the sun-heated Nantucket Shoals, are on the south. There is another old windmill at HARWICH, but the real center of the summer life of the Cape is at HYANNIS. Here is a minor Fifth Avenue of luxury shops, restaurants, movies, dancing in the evening—and a good deal of dress parade. CRAIGSVILLE BEACH is the smartest along this coast, often being called the "summer Palm Beach." Also very, very social register are the summer colonies at Osterville and at Wianno. More interesting to the tourist will be MASHPEE, where the last remaining few of the Indians who were once in undisputed possession of the Cape make a precarious living by small farming and by cranberry picking. The CRANBERRY BOG is a familiar feature of the Cape Cod landscape and of the mainland near by.

FALMOUTH is another Cape center. At Falmouth Heights are grouped a whole colony of hotels and summer cottages. The people who come to spend the summer bathe in the ocean in front of the hotels, but the people who live there are more likely to drive the few miles necessary to do their bathing at CHAPPAQUOIT BEACH on Buzzards Bay—a beach that somehow has charm if any beach ever did.

The best-known hotel at Falmouth Heights is the Terrace Gables, quoting rates from six dollars per day up, American plan.

Near Falmouth is WOODS HOLE, where there are fascinating things to see. The grounds of the U. S. LIGHTHOUSE SERVICE are made startlingly picturesque by their stacks of quite practical buoys awaiting service or repair. The OCEANOGRAPHIC INSTITUTE occupies itself with the study of currents and tides.

There is a MUSEUM of ocean plants and fishes at the Clapp Marine Biological Laboratory, and the BUREAU OF FISHERIES offers interesting things to see. The town is a great center for swordfishing, and the fleet is a picturesque sight. All in all it is rather a shame that to so many travelers Woods Hole is merely the place where they take the steamer to Martha's Vineyard and to Nantucket.

It is only an hour by steamer from Woods Hole to OAK BLUFFS on MARTHA'S VINEYARD, one of the islands off the coast washed on one side by the ocean and on the other by the waters of Nantucket Sound. Oak Bluffs has long been a camp-meeting town, and the more amusement-loving of the summer colony make their headquarters at EDGARTOWN or at VINEYARD HAVEN.

There are interesting things to see on the island. The many-colored clay cliffs at GAY HEAD are worth hiring a small boat to see at their best from the ocean. The Tea Lane part of WEST TISBURY is famous for wildflowers. There is a splendid view of the Island from INDIAN HILL.

At Oak Bluffs, a large hotel is named the Wesley House, as might be expected in this Methodist stronghold. At Edgartown the Harbor View Hotel, the Colonial Inn, and the Harborside Inn offer excellent accommodations. But you had better telephone from Woods Hole to make sure you can get in (and for how much) unless you have made reservations well in advance.

NANTUCKET is smaller but better known than Martha's Vineyard. It lies farther asea than its larger twin and is about three hours from Woods Hole by steamer. Until recently no automobiles were allowed on this rather small island, and it has preserved to an incredible degree that elusive thing known as "charm." The steamer will land you at the town of NANTUCKET, and here is the great sight of the island. The WHALING MUSEUM was once a factory for the manufacture

of candles from sperm-whale oil. Now its collection of relics of former days commemorates the time when Nantucket shared with New Bedford the honor of being America's whaling center.

On the JETHRO COFFIN HOUSE, built in 1686, there is a brick horseshoe worked into the chimney. It is said to have been put there to prevent witches from entering by the chimney flue. Also interesting are the OLD MILL where, if the wind is right, you can have some grist ground while you wait, and the FRIENDS' MEETING HOUSE, where I wanted to steal the iron candle holders on the walls.

The summer resident normally uses Nantucket village as a landing place whence he will hurry across the island to SIASCONSET. (Every visitor learns to call it Sconset during the first ten minutes of his stay.) This quaint town has been little spoiled by its summer popularity. It is a grand loafing-place, famous for bathing and for clam-bakes on the beach. If you *must* have a sight you might climb Altar Rock for the view. Once that is done, you can devote yourself enthusiastically to having a good time!

There are many boarding houses, and homes taking one or more tourists. Among the better-known hotels are the Breakers and Crest Hall at Nantucket and the Beach House at Siasconset. As in the case of Martha's Vineyard, confirm the possibility of securing accommodations well in advance.

If I were making only a short stay on either island as an incident in a tour of New England, I would garage my car at Woods Hole and pick it up again on the return. If you have taken your car with you, the ferry will take you from the islands direct to New Bedford, although I would still prefer to leave the ferry at Woods Hole so as not to miss the Buzzards Bay country.

Mass. 28 will take you along the shore of Buzzards Bay, with many nice views over the water past Chappaquoit and

Silver Beach (good bathing, and a good summer theatre) to the canal again at BOURNE. Here is another great bridge, offering a splendid view over Buzzards Bay and the canal.

ONSET is not at all smart, and comes nearer to offering the public-beach atmosphere than any other place near the Cape. But lots of people go there every summer, and have an awfully good time, even if the beaches aren't private! The shore dinners at the Ronald Inn are justly famous.

From Onset, Mass. 28 will take you direct back to Boston via Bridgewater and Brockton, or you can follow U. S. 6 to New Bedford, Fall River, and Providence.

In NEW BEDFORD is a WHALING MUSEUM worth the trip there to see, and an excellent hotel, the New Bedford (European plan).

At MARION, on the way to New Bedford, are a great radio station and the buildings and grounds of Tabor Academy, one of the famous boys' schools of New England, where a nautical atmosphere is carefully cultivated. At FALL RIVER there is little to attract the tourist.

What to Do on Cape Cod

BATHING—ocean, bay, and sun—is the great summer amusement. Although I have listed some of the more famous beaches, there are many others space forbade my enumerating. No town along the shore is complete without one.

Neither is any town complete without a GOLF COURSE. There must be dozens up and down the Cape and the south shore.

Sailing is another great sport, particularly in the region of Buzzards Bay.

DEEP-SEA FISHING is popular, particularly for swordfish.

HORSEBACK RIDING is another great feature of this part of New England.

There are summer theatres at Old Silver Beach and at Dennis. And movies in every town.

NIGHT SPOTS wax and wane. One summer it is one, and then for no good reason the crowd deserts it for another. Just ask in your hotel what happens to be the most popular one during the summer when you are there.

What to Buy on Cape Cod

Naturally the ANTIQUE SHOP (or Shoppe) is omnipresent. They seem to be rich in ship models.

WINDMILLS and other WOODEN TOYS for the gardens are sold by numerous roadside stands. These stands, with brightly colored toys displayed out of doors, are a most decorative feature of the landscape.

BAYBERRY CANDLES are a famous Cape Cod product, and so are candles scented with pine cones. They can be bought at almost any souvenir stand or gift shop, or at the Old Bayberry Candle Place at North Truro, where you are sure of getting the genuine hand-dipped variety.

CRANBERRY SAUCE and CRANBERRY JELLY, of real excellence, are locally made, and are for sale at many roadside stands. The largest store I have found selling these articles is the salesroom of the Oceanspray Brand near Onset on Mass. 28.

The shops at Hyannis and Falmouth, many of them branches of famous stores, show luxury goods at luxury prices.

*Estates, fisheries, old towns,
and yachting—*

13

The “North Shore”

WHOLE books (good ones, too) having been written about Cape Ann and the North Shore, as the district between Boston and Gloucester is called, it seems almost impertinent to try to reduce even a catalogue of their charms to the confines of a single chapter. But I am compelled to treat this neighborhood as a mere incident in a New England journey,

being sure that when you get there you will want to spend the summer, as so many lucky people do.

U. S. 1a is the road to take if you are motoring, and either the trains or busses of the Boston & Maine Railroad or the busses of one of the many competing lines will bring you swiftly into this neighborhood if you are not traveling in your own car.

It must be confessed that the road, while parked, and well parked in spots (Boston is one of the best-landscaped cities in America), has its charming moments, but is also pretty drab in some places. The more direct road is that across the marshes a mile or so back from the sea, but I would be more inclined to follow the parkway through Revere Beach, on any day except Saturday or Sunday, when I would avoid it like a disease.

The road will take you past many little tidewater streams, full of mud flats at low tide and bathers at high tide, and past one of the oldest if not the oldest TIDE MILL in America, which I believe is still in use for the grinding of spices.

A well-marked side road will lead you to WINTHROP, a rather drab little suburb on a headland of great beauty, and a favorite spot to visit to see the surf after a storm at sea. If the sea happens to be calm when you drive by, don't bother. It probably will be calm, for heavy summer storms are rare.

REVERE BEACH is dedicated to the amusement of the masses, à la Coney Island. There is one solid mile of amusement devices along the waterfront, a well-conducted Public Bath House, a strong odor of salt-water taffy, fried clams, popcorn, and hot dogs struggling for mastery over the salt sea breezes, and winning, the usual air of carefree vulgarity, and lots of fun!

LYNN is a purely industrial city. It has a nice green of no particular distinction, a pleasant residential section, and nothing in particular to make the tourist want to stop there.

Soon after entering Lynn you will pick up signs showing a right turn to LYNN BEACH and Nahant. Lynn Beach is almost entirely devoted to the use of the bather. The public bath-houses are models of their kind, and the waters are either bracingly cool (to you) or freezingly cold (to me).

The road past Lynn Beach leads over a causeway to NAHANT, a very smart suburb of Boston, beautifully placed. From a sightseeing point of view, I would pass it up in favor of the more spectacular Marblehead Neck, which you surely will visit later on.

From Lynn Beach turn north again along the waterfront. You are now on Mass. 129, which will take you to Marblehead. First passing through a residential section of Lynn which faces the ocean, you will arrive in SWAMPSCOTT without being sure when Lynn stopped and Swampscott began. There are beautiful residences facing the sea, a nice little curved bathing beach, and a famous place to buy salt-water taffy at the north end of the beach. A half right turn a little farther on will take you past the ultra-smart and expensive New Ocean House, and the entrances to many beautiful estates. Following the natural turnings, you get back onto the direct route 129 for Marblehead.

Before entering the old village of Marblehead, turn right to MARBLEHEAD NECK. This bold headland, covered with superb summer homes, is connected with the mainland by a causeway which encloses MARBLEHEAD HARBOR, one of the greatest yachting centers not only in America but in all the world. This little harbor, jammed during regatta weeks with pleasure craft, is guaranteed to make you reach for your camera. And when I say jammed, I mean just that. It is solemnly stated that to decide a bet a gentleman once crossed the harbor dry-shod by stepping from deck to deck of the yachts moored there. I believe it.

When you reach the end of the causeway turn right, and

a single long winding road (or street) will take you around the neck, past the famous yacht clubs, and back to the causeway again. It is one of the grand short drives in this part of the world. And then, on to MARBLEHEAD.

Although Marblehead permits automobiles on streets of unheard of steepness and crookedness, streets so narrow that two machines cannot possibly pass, I would park my car here, and visit the town on foot.

I would first go to OLD BURIAL HILL, not so much for the old gravestones with their pretentiously pathetic epitaphs as for the view over the jumbled roofs of the old town, and of the harbor and the ocean. On clear days (and most days are clear during the summer months), the pure sapphire waters, dotted to the horizon with the white or colored sails of pleasure craft, will give you a picture you will never forget. You will want to photograph it, of course, but unless you have color film in your camera, sigh regretfully and give up the idea.

Next on my list would be ABBOT HALL, not so much on account of the hall but rather because the original of the famous picture, the "SPIRIT OF '76," hangs there. Surprise yourself by discovering how much better the original is than the reproductions gracing innumerable calendars.

The OLD TOWN HOUSE, the JEREMIAH LEE and KING HOOPER MANSIONS, and ST. MICHAEL'S CHURCH, all built between 1714 and 1768, share honors for old things to look at, and while each one is worth while, I really wouldn't worry too much about them. The real sight of Marblehead is the old town. Just wander up and down the narrow streets, past little houses grey with age and bright with flowers, punctuated by hollyhocks that reach to the eaves, and absorb more authentic "atmosphere" to the square inch than you will find in many other places. Marblehead simply must not be missed.

The ADAMS HOUSE, on the water's edge, where the waitresses

take a motherly, and sometimes grandmotherly, interest in your well-being, is super-famous for its SHORE DINNERS. No matter how limited your budget, try one here. The \$2.50 one will really prove to be an economy, for after you have consumed it you won't want to eat again for a week.

The very smart ROCKMERE is popular with the yacht-club set for dining, for dancing, and for a stay.

There are many smaller hotels and boarding houses, all crowded during the summer months.

SALEM would naturally be your next objective. It is chiefly associated in the American mind with the burning of witches, although the residents assure me that that is a libel—the witches weren't burnt, they were merely hanged. It must have been almost equally discouraging to the victim. But in those harsh days, when the great witchcraft hysteria was still sweeping the world, hanging instead of burning was a sign not of cruelty but of mercy.

Like Concord, Salem is full of memories of Hawthorne. You will surely wish to visit the HOUSE OF THE SEVEN GABLES. There is some controversy as to whether this is or is not the one he described, but all in all it is easier to believe that it is, because it looks like it. And if no one had ever written a word about it, it would still be worth a visit.

Side by side are the RICHARD DERBY HOUSE and the OLD CUSTOM HOUSE (where Hawthorne once worked), both memorials to the days when the clipper ships of Salem ruled the seas.

If you wish to step even farther back into history, there is a reproduction of the early Puritan settlement called PIONEER VILLAGE, located in Forest River Park. It is excellently built and maintained.

If you prefer originals to reproductions, drive, or better yet walk, up and down Essex Street, Federal Street, Washington Square, and above all CHESTNUT STREET. Here are the splen-

did houses of the old seafaring merchant princes of the city, many of them the work of the great McIntire, and almost all of them exquisite no matter who may have been responsible for their design.

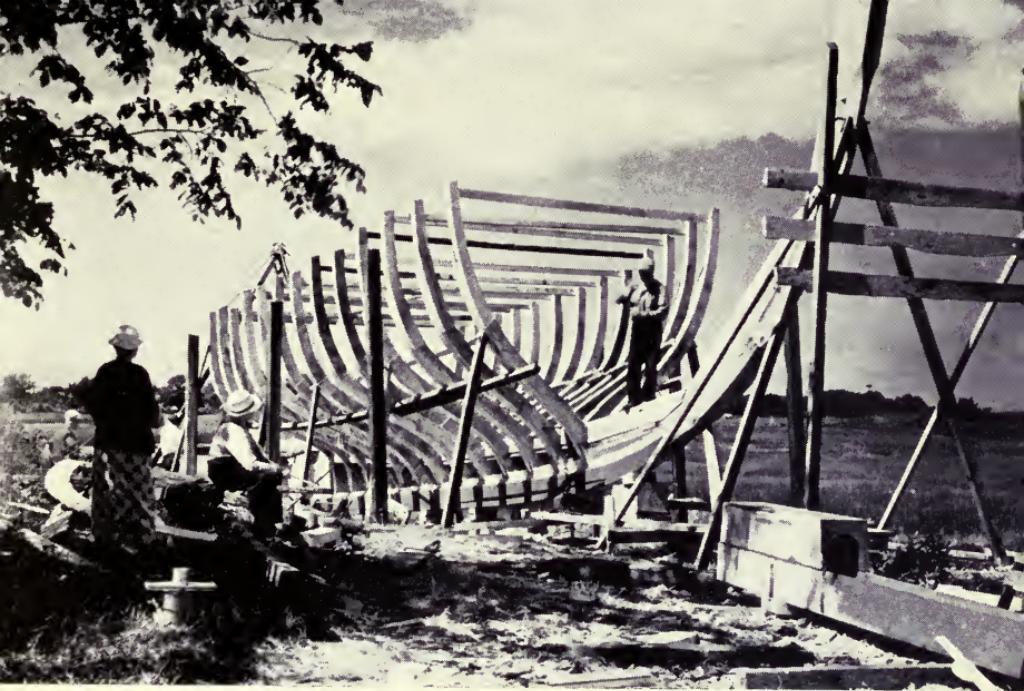
The PINGREE HOUSE and the WARD HOUSE are both maintained by the ESSEX INSTITUTE. This is something to be visited. It displays rooms of furniture of the period, old colonial portraits, and has a magnificent library. The PEABODY MUSEUM, almost directly across the street, is famous for its collection of SHIP MODELS, and the collections of the ROPES MEMORIAL are a point of pilgrimage for lovers of old china and glass.

There is an excellent hotel of the conventional big-city type, the HAWTHORNE.

At BEVERLY, having taken U. S. 1a out of Salem, turn right onto Mass. 127. This is the famous NORTH SHORE DRIVE to Gloucester and Cape Ann. It will take you through the magnificent residential and estate colonies of PRIDE'S CROSSING and BEVERLY FARMS (where the anise-seed bag is fox-hunted with great seriousness), past MANCHESTER, where SINGING BEACH is so called because it squeaks a little when you walk on it, and to MAGNOLIA, the local center for smart shops and restaurants.

GLOUCESTER has been a fishing port since 1623 and is still one of the great fishing ports of the world. As you enter the town your eye will be caught by the bronze statue of a GLOUCESTER FISHERMAN, who stands on his pedestal looking out to sea for the fisherman who may never return. Every year the people of Gloucester lay wreaths at his feet, and cast flowers on the ebbing tide in memory of their companions lost at sea.

There is a famous carillon in the towers of the CHURCH OF OUR LADY OF GOOD VOYAGE. This is the beloved church of the Portuguese fishermen, and appropriately enough a statue of the Virgin holding a ship protectively in her arms stands



BOAT-BUILDING IS STILL AN IMPORTANT INDUSTRY



SAILING AT MARBLEHEAD



THE GLOUCESTER FISHERMAN

watch over the church doors. There are many touching votive offerings in the church itself.

The makers of GORTON'S CODFISH CAKES will be delighted to let you see a modern codfish-packing plant in operation, and if this sight is new to you I advise you to take advantage of the opportunity.

But once you have done that, just wander, and find out for yourself why Gloucester is so beloved of artists. The waterfront, with its old wharves, fishing boats, "nested" dories, and gracefully looped nets drying in the sun, presents a series of pictures worth ten of the conventional sights to be seen elsewhere. The Tavern, the Stage Coach Inn (between West Gloucester and Essex) and the tiny but good White Gull on the waterfront are well-recommended eating-places.

From Gloucester, Mass. 127 throws a loop around CAPE ANN, through Rockport, Pigeon Cove, Lanesville, Annisquam, and back to Gloucester again. The total distance from Gloucester to Gloucester is some thirteen miles, and this is another of those drives which must not be missed. Although ROCKPORT is the most famous artists' place on the Cape, the whole neighborhood is haunted by them. Little fishing villages are tucked away on the banks of unexpected coves. Every road turn brings a new and seemingly even more beautiful view to the eye. An added picturesqueness is lent by the abandoned quarries of the moribund granite industry, quarries once ringing with the hammers of the workmen now filled with deep pools of fresh water where the boys of the neighborhood exercise the inalienable right of boyhood the world over, and swim without the formality of bathing suits.

Take Mass. 121 when you return to Gloucester. It will take you through some Fried Clam wilds to ESSEX, where the shipyards have been in steady use since 1668, and to Ipswich, where you rejoin U. S. 1a.

IPSWICH is another of those old towns in which this section

of Massachusetts is so rich. The SOUTH GREEN is a model of what a New England green should be. The most conspicuous building on the green is the SOUTH CHURCH, and also most attractive are the JOHN HEARD HOUSE and the WHIPPLE HOUSE, the latter having been built about 1640.

U. S. 1a to the north will lead you to NEWBURYPORT, where HIGH STREET, lined with the houses of the old sea captains, almost rivals the glory of Chestnut Street in Salem, and where there is a seafaring and historical collection in the PETTINGELL-FOWLER HOUSE. The OLD COUNTY JAIL built in 1744 is of mild interest.

From Newburyport, the NEWBURYPORT TURNPIKE, now numbered U. S. 1, runs up and down hill in an almost straight line back to Boston, or takes you north across the Merrimack to Salisbury, New Hampshire, and Maine. The northern section of U. S. 1 will be described in its appropriate place. There is little to describe along U. S. 1 between Newburyport and Boston, except to say that it is a splendid road to use if you are in a hurry—and to advise you not to be in too much of a hurry, as it is very well policed.

If you have time, Mass. 113 will lead you through the pretty scenery of the Merrimack valley to HAVERHILL, a manufacturing town, and Mass. 125 will take you to North Andover, and by a short detour to ANDOVER, where the famous Phillips Andover Academy is located. From Andover, Mass. 28 will take you back to Boston through READING, STONEHAM, and MEDFORD, where TUFTS COLLEGE looks proudly over the town from its position on the "Hill."

The quiet farming country between the resort sections of the coast and the Berkshires—

14

The Central Portion of Massachusetts

ALL TOO MANY people think that central Massachusetts is merely a mildly pretty district, to be driven through rapidly on the way from the Berkshires to the sea. This is more or less true to the travelers who follow the main highways, which are carefully designed to go through the easiest country, and ergo the less spectacular, but the leisurely traveler who will

be willing occasionally to turn onto a road less than four lanes wide will reap a rich reward. I don't mean that in central Massachusetts he will find much "grand" scenery, but he will be delighted with an amount of pretty scenery that will surprise him—particularly in the spring, when the apple blossoms are open.

There are two main-line railways leading through central Massachusetts, and three main automobile routes. The railroads are the Boston & Albany through Worcester, Springfield, and Pittsfield and the Boston & Maine through Fitchburg, Greenfield, the Hoosac Tunnel, and North Adams. I believe the latter to be the finer scenically. If you have to take a bus, from a lack of a car of your own and a desire to see the scenery, take one through the towns reached by the Boston & Maine. On this route you will go over the Mohawk Trail, not only the finest stretch of mountain scenery in Massachusetts, but about as fine as any in all New England.

The three automobile routes are Mass. 2, across the north of the state, Mass. 9 through Worcester, Ware, Amherst, Northampton, and Pittsfield, and U. S. 20 through Worcester and over "Jacob's Ladder" to Stockbridge. Notwithstanding the imposing name of this road through the Berkshires, it is far less spectacular than route 2 over the Mohawk Trail.

Unless pressed for time, and very pressed at that, I would not follow any of these routes in their entirety. There are too many nice things just off the main roads to be seen on the way.

For instance, if I were headed for the Mohawk Trail, I would not follow route 2 direct through Fitchburg to Greenfield. I would follow it only a little way past Concord to the junction of Mass. 111, take that road to Harvard, and then proceed by another road to be described later, avoiding Fitchburg altogether.

However, if you have to take the main line, I would again

detour at LITTLETON COMMON onto Mass. 119 and visit GROTON to see the famous school there. From Groton, Mass. 25 will bring you back to Mass. 2 and to FITCHBURG, a manufacturing city, a busy city, and a pleasant place to live, but with nothing much to detain the tourist.

But if you will add a few miles and a couple of hours to your trip, you can see lots of interesting things. As I said above, take Mass. 111 from its junction with Mass. 2 to HARVARD. Here you will enjoy the little MUSEUM of the American Indian, the fine statue by Philip Sears, "He who Shoots at the Stars," which stands in the museum grounds, and especially the exquisite view from the hillside on the way to the museum.

From Harvard, Mass. 110 will take you to CLINTON, and Mass. 70 to the great WACHUSETT DAM AND RESERVOIR. You will be allowed to walk out on the dam, where again you will be rewarded with fine views both over the waters of the reservoir and downstream through the gorge.

Although the Wachusett reservoir is artificial, it is a very pretty lake. By following Mass. 70 to its junction with route 140 you will see the best of it. Mass. 70 will take you direct into Worcester if your further journey leads through that city. If not, continue on Mass. 140 through West Boylston to its junction with Mass. 62, and turn left on this highway to PRINCETON. (Mass. 62 will bring you direct from Clinton to Princeton if you haven't the extra half-hour or so needed for the drive around the reservoir.)

From Princeton an unnumbered but excellent road leads to the summit of WACHUSETT MOUNTAIN, not very high as mountains go but, on account of its isolated position, giving a series of extended views of the lakes, valleys, hills, and farms of the surrounding country. Then descend the mountain on the opposite side and you will soon be back on route 140, which will take you back to route 2. It sounds complicated on

paper, but the roads are so perfectly signboarded that getting lost is really a stunt.

GARDNER is a small manufacturing city rejoicing in a good hotel, the Colonial. WINCHENDON, reached by a pretty detour of eleven miles to the north, has a well-known resort hotel, the Toy Town Tavern, with golf, riding, tennis, and the other features of resort life.

The road (Mass. 2) through the hills to Greenfield is a drive so pretty that it is hard to believe it is only a preparation for the finer scenery of the Mohawk Trail. There is nothing in particular to call to your attention. For once I am content to let you just bowl along and enjoy the scenery along MILLER'S RIVER, which you will follow from beyond West Orange to its junction with the Connecticut.

GREENFIELD is the center of a sightseeing district and a winter-sports district, although it has no particular sights to attract you in themselves. But it is a pleasant industrial town, has an excellent hotel, the Weldon, and makes a nice overnight stop and a good point of beginning for short or long excursions into the surrounding country.

As the chapter on the Berkshires will describe the points of interest to the west of Greenfield, I will limit myself here to those north and south of the town.

U. S. 5, which follows the general course of the Connecticut both to the north and south, will take you north to the junction of Mass. 10 at BERNARDSTON. A right turn on that highway will bring you to NORTHFIELD, where Dwight L. Moody, the famous evangelist of our grandmothers' day, founded his Seminary for Young Women. The Mt. Hermon School for Boys, another monument to Moody, is located near by. It is a pleasant drive even if you are not interested in the schools, and particularly pleasant if you return to Greenfield by way of route 63 to MILLER'S FALLS and route 2a back to Greenfield itself.

A few miles south of Greenfield, again on u. s. 5, is DEERFIELD. A short detour on an unnumbered road to the right will bring you into the heart of this historic town. Burned by the Indians in 1675, it was rebuilt only to be burned again twenty-nine years later in 1704. It is hard to realize today that this dreamy little town was once a rugged frontier village. The INDIAN HOUSE is a replica of one that withstood the siege of 1704, with fragments of the original built in or preserved. This house is open to the public, but the other old houses which give Deerfield its peculiar old-time flavor are all privately owned and may not be visited. The Deerfield Academy and the Eaglebrook School are both located here.

Through College Towns

Continuing south on u. s. 5 you will have MT. TOBY, 1,275 feet high, in sight on the east side of the Connecticut to your left. If you cross the river from South Deerfield to Sunderland, Mass. 116 will take you into AMHERST. On the way into town you will pass MASSACHUSETTS STATE AGRICULTURAL COLLEGE, better known as "Mass Aggie." In Amherst itself is AMHERST COLLEGE, not large, and not wanting to be, but breathing the very spirit of New England. Amherst is also famous as the home of Emily Dickinson, the New England poetess, and her house is a literary shrine. Noah Webster, Eugene Field, and Helen Hunt Jackson also lived here at one time or another.

The Lord Jeffery supplies the last word in accommodations. Also good, but more reasonable, is the Mount Pleasant Inn, which you will have passed between the Massachusetts State College and the center of town.

Amherst is on Mass. 9, one of the chief east-and-west highways across the state. It is a pretty drive by this highway back to Worcester or Boston, but not spectacular enough to be compulsory, as is the Mohawk Trail. The road leads through

a series of pleasant towns and even more pleasant views, but with nothing to detain you long unless you are a most enthusiastic sightseer indeed.

From Amherst west, Mass. 9 is the road to NORTHAMPTON. Here is SMITH COLLEGE, the largest women's college in the world, with buildings that rival those of Yale, and with a youthful life that colors the whole town. You must see MANDELL QUADRANGLE. The town is also famous as the home of Calvin Coolidge.

The Hotel Northampton is excellent. Adjoining it, and practically part of it, is the charming "Wiggins Old Tavern," a sight to see as well as a good eating-place.

If traveling south from Northampton, I would first cross the Connecticut to Hadley, and turn right on Mass. 63 to SOUTH HADLEY. Here is located MT. HOLYOKE COLLEGE, interesting for the beauty of its campus and for the local legend which averred that any young lady educated there was almost sure to marry a missionary. MT. TOM, 1,200 feet high, offering fine views of the Connecticut valley, is near by.

Your next town to the south will be HOLYOKE, devoted to manufacturing, and then a further short drive down the Connecticut will bring you to Springfield.

But I am going to leave you at the entrance of Springfield for a little while, and tell you of another interesting way to get there.

From Boston, Mass. 9, one of the finest speedways in America, will take you direct to Worcester. If you do not intend to visit Worcester, turn onto U. S. 20 at the junction, and proceed west on that road. But there are too many things to see in Worcester to pass it up quite that casually.

Worcester

WORCESTER is the second-largest city in Massachusetts. It is

largely devoted to manufacturing, and also a cultural center. The WORCESTER ART MUSEUM is not large but has a notable collection. The Higgins Collection of OLD ARMOR is one of the finest in the world. There is a splendid MUSIC FESTIVAL each fall.

The Bancroft is the best-known hotel.

From Worcester to Springfield the fastest route is U. S. 20. This splendid road runs through delightful albeit quiet scenery. STURBRIDGE, just off the main road, has an old cemetery, where each of the four companies of Sturbridge troops who fought in the Revolutionary War is supposed to have built one side of the surrounding wall, and a famous inn, COL. EBENEZER CRAFT'S PUBLICK HOUSE, which was built in 1771 and now, Heaven help us, is air-conditioned! Good place to eat, too.

Springfield

SPRINGFIELD is a modern town with a CIVIC CENTER that is the envy of many larger cities. From the CAMPANILE, 300 feet high, there is an extensive view. If you are in Springfield in July, visit FOREST PARK for the display of rare water-lilies. There is an interesting outdoor museum at Springfield, an importation of the idea so common in Scandinavia. Here in the Fair Grounds at WEST SPRINGFIELD, has been built, or rather assembled, a COLONIAL VILLAGE called STORROWTOWN. The old structures, all authentic, have been brought from various locations in New England and re-erected here around a typical village green to give a most realistic picture of colonial days. They have even carried the idea to the extent that old-fashioned dances are given every Friday evening. The season is from June to October. The tavern serves excellent food.

The fashionable residential district is LONGMEADOW, on U. S. 5 to the south.

There are many good hotels in Springfield. The Kimball is one of the best-known. Somewhat smaller, but slightly more expensive (European plan, minimum three dollars as against the two dollars quoted by the Kimball) is the Stone-haven Hotel.

*A famous center for summer
and winter sports—*

15

The Berkshire Hills

THE BERKSHIRE HILLS are not very high as mountains go, as the name "hills" would imply, but few localities are more interesting or more beautiful. Perhaps it is their somewhat miniature character that gives them their peculiar charm, for little valley succeeds little valley, every turn in the road offers a new picture, and in an hour or so of driving you could well

imagine that you had passed through a whole succession of mountain ranges.

Although the whole district west of the Connecticut River as far as the New York state line is known generally as the Berkshires, there are in reality two main ranges. The TACONICS lie along the state line, partly in New York and partly in Massachusetts, and the somewhat higher HOOSAC RANGE lies to the east, rising from the Connecticut Valley. The Berkshire Valley, long a famous playground in the summer, and now that winter sports have come into such vogue, almost equally popular during the snow season, lies between the two ranges.

There are four main roads into the Berkshires from east to west. Mass. 23 is the most to the south and is to me one of the most beautiful, running through unspoiled country from its junction with U. S. 20 at Woronoco. Some really splendid mountain scenery begins at OTIS. The road runs along the slopes of Filley Mountain (1,717 feet) with Kingsbury Mountain (1,960 feet) off to the north. Passing pretty little Garfield Lake, you come to the village of MONTEREY, and then drive along the slopes of Hunger Mountain, 1,833 feet high, and Warner Mountain, two feet higher, to Great Barrington.

U. S. 20 is one of the main roads not only across the Berkshires but also across America. From Springfield the road crosses the Connecticut Valley to Westfield, and then enters the charming valley of the WESTFIELD RIVER to WORONOCO. This little town is almost entirely the property of a great paper company whose mills are located here, and is a model of what a factory town should be—and so often isn't! The little STRATHMORE INN, kept by the company for its executives and visitors, is open to the public, is delightful, and is relatively inexpensive.

At Woronoco, Mass. 23, already described, starts off across the hills. U. S. 20 continues along the ever-narrowing valley

of the Westfield River, and finally crosses the hills by the various ascents of JACOB'S LADDER, which is nowhere near as steep as it sounds! There is an observation tower at the summit, which charges a small fee. The road is high, but at its highest points oddly unspectacular. From the summit the road continues generally down-grade into Lee, Stockbridge, Pittsfield, and so on west.

Mass. 9 is generally through quieter scenery than either of the routes mentioned so far, but is still too pretty to be entirely neglected. Beginning at Northampton, it rises gently for a thousand feet to GOSHEN, where the old Whale Inn is a favorite spot for Amherst students to take their current Smith College ladies for lunch or dinner. At EAST WINDSOR you will be at the foot of BRYANT MOUNTAIN, 2,145 feet high, and between WINDSOR and DALTON on the way to Pittsfield you will pass WESTON MOUNTAIN, 2,200 feet high.

The Mohawk Trail

Mass. 2, the famous MOHAWK TRAIL, is by far the most scenic route through the Berkshire Hills. Beginning at Greenfield, make your first stop at SHELBURNE FALLS. Here the Sweetheart Inn has grown to big business from a roadside stand which the proprietress set up for the sale of a candy made on her own stove which she called "Maple Sweethearts." Whether you are hungry or not, stop for the exquisite view of the Inn's gardens and the valley beyond from the dining-room windows.

Every inch of the road is beautiful, although it is not until you have passed CHARLEMONT that the real climb begins. The road winds upward through valleys, pine woods, and along mountain slopes to WHITCOMB SUMMIT, where at an altitude of 2,110 feet there is a restaurant, an observation tower, and on a clear day a view into New York, Massachusetts, Vermont, and New Hampshire.

The road then crosses a plateau to WESTERN SUMMIT (2,020 feet) where there is another memorable view, and descends by a moderately steep grade around the HAIRPIN TURN into North Adams. The Mohawk Trail is one of those things that absolutely must not be missed by the lover of natural beauty.

But just because you have seen the Mohawk Trail, don't think that you have "done" the Berkshires. You still have to see the beauties of U. S. 7, that north-and-south road which leads through the principal towns of the Berkshire region from Connecticut to Vermont, and which is far finer than any road I have described, except the Mohawk Trail. From North Adams I earnestly advise you to continue west on Mass. 2 to Williamstown and to pick up U. S. 7 there.

WILLIAMSTOWN is not only the seat of WILLIAMS COLLEGE, but a center of some of the finest scenery in Massachusetts. Here you are at the foot of MT. GREYLOCK, its altitude of 3,505 feet making it easily the highest point of land in the state. There is a road to the summit, and there has been built a granite MEMORIAL TOWER 105 feet high. On a perfectly clear day, I am reliably told, it is possible to see the White Mountains to the north and Long Island Sound to the south. Unfortunately, it has never been quite that clear when I have visited it, but it was still splendid enough. This is a famous place for winter sports. The THUNDERBOLT SKI RUN, only for experts, said to be one of the most difficult east of the Rockies, runs down into the valley below.

In the town itself the buildings of Williams College are charming and restrained. There is a curious Haystack Monument on the campus to mark the founding of the foreign missionary movement of America. The Williams Inn (six dollars a day minimum, American plan) is excellent.

From Williamstown, U. S. 7, either north into Vermont or south through Massachusetts, will reward you with splendid scenery. But, as we are dealing with Massachusetts at the

moment, I will take you south with me on this road along the slopes of Greylock and its brother mountains, MT. FITCH (3,140 feet) and SADDLE BALL (3,300 feet).

From LANESBOROUGH an unnumbered road will take you to BERKSHIRE, and then a delightful drive along HOOSAC LAKE will bring you to CHESHIRE, to be visited for the scenery which surrounds it and for the COLE HOUSE. The door of this house is called the "Christian" door, for its eight panels form (with the use of some little imagination) a double cross to keep out witches.

Pittsfield

PITTSFIELD is an industrial city which looks like a residential one. There are several things there which make a short stay worth while, even for the most hurried. Visit the MUSEUM OF NATURAL HISTORY AND ART. Here, in the mineral room, ultra-violet lamps will show you hidden beauties in semiprecious stones which you never expected them to possess. They will probably whet your appetite for applied science sufficiently to take you to the great GENERAL ELECTRIC PLANT, where you can see miracles of electrical machinery.

If your interests tend more toward literature, ARROWHEAD, the home of Herman Melville, where "Moby Dick" was written, will attract you, and so will HOLMESDALE, once a residence of Oliver Wendell Holmes. There is an excellent library maintained by the BERKSHIRE ATHENAEUM.

The near-by PITTSFIELD STATE FOREST offers over a dozen trails for hikers in the summer and snowshoers and skiers in the winter, of which the SKYLINE TRAIL is perhaps the most interesting.

There are several good hotels. The Wendell, quoting rates of two dollars per day and up, European plan, is the largest. Also well recommended is the Breezy Knoll Inn, American plan, with a minimum rate of four and a half dollars per day.

Some Luxury Places

LENOX, on U. S. 7 to the south, is a fashionable residential colony, glorified by the CHURCH ON THE HILL, one of the most exquisite in New England in the perfection of its symmetry. It is unfortunate that the name of the designer seems to have been lost to us.

STOCKBRIDGE is another smart town, where the residents dress with most careful carelessness. It is a delightful place for a long stay, but the sights are few for a short one. It takes a lot of literary enthusiasm to find much interest in the place where the cottage of Hawthorne once stood, even if he did write the "Tanglewood Tales" there! Then there is the MISSION HOUSE to which Jonathan Edwards came in 1751, after he had preached so much fire and brimstone in Northampton that he made the town too hot to hold him.

There are good hotels, of course. The Red Lion Inn and Heaton Hall are particularly well known. The minimum rate quoted is seven dollars per day, American plan.

Stockbridge offers every kind of sport possible to a mountain neighborhood, both winter and summer. The STOCKBRIDGE PLAYHOUSE is a noted summer theatre, and the CONCERTS OF THE BOSTON SYMPHONY ORCHESTRA, given at Tanglewood near by in the late summer, are internationally famous. The great shed in which the concerts are given seats 9,000 and is always crowded. An exhibition of painting and sculpture is sponsored annually by the Stockbridge Art Association.

GREAT BARRINGTON, further south by some eight miles, is the rival of Stockbridge in popularity, with no sights to prevent your enjoying yourself unless you want to look at the house which the poet William Cullen Bryant lived in when he was married. I don't really see why you should want to see it, even if it is a nice house. The Berkshire Inn is the most noted hotel.



WINTER COMES TO AMHERST



“SUGARING-OFF”



Still farther south is SHEFFIELD, a town of streets well shaded by elms, and lined with homes of simple dignity. MT. EVERETT (2,624 feet) is to the west, and near by is JUG END, which Sheffield shares with Great Barrington and Stockbridge as a winter-sports development.

*Just background for more
interesting information—*

16

A Few Statistics and a Little History of Massachusetts

AREA 8,266 square miles.

POPULATION (1930) 4,426,000.

CAPITAL Boston. Population, 817,713.

BOUNDARIES New York on the west, Vermont and New Hampshire on the north, the Atlantic Ocean on the east, Connecticut, Rhode Island, and the Atlantic Ocean on the south.

GOVERNMENT The legislature is called the General Court—a body so old that its present division into a House of Representatives and a Senate dates from 1644.

CLIMATE The winters are long and severe, and there are periods of intense heat during the summers, usually broken by the east wind. The mean summer average is 70 and the winter 23. The mean annual average at Boston is 48 degrees Fahrenheit.

NICKNAME The Bay State.

LARGEST CITY—Boston.

RANK AMONG THE STATES IN AREA—44th.

RANK AMONG THE STATES IN POPULATION—8th.

DENSITY OF POPULATION PER SQUARE MILE OF AREA—528.6.

CITIES OVER 10,000 IN POPULATION—78.

A Little Massachusetts History

- 1620 Did an Icelandic merchant named Karlsefni spend some time on this coast—or didn't he?
- 1602 Benjamin Gosnold visits the coast and names Cape Cod.
- 1604 The coast is explored by Champlain.
- 1614 Captain John Smith happens by, and names some more places.
- 1620 The first permanent colony in Massachusetts is established at Plymouth.
- 1625 More settlers establish themselves around Boston Harbor, and found the Colony of Massachusetts Bay.
- 1637 A war with the Pequot Indians results in the practical extermination of that nation. There is a period of extreme religious and civil intolerance, lasting for many years, and causing the mother country much annoyance.

1643 Massachusetts Bay, Plymouth, Connecticut, and New Haven colonies form a loose federation.

1662 The protests from England regarding the rigid rule of the colonies result in some relaxation, but not for long.

1675 The desperation of the Indians at seeing their lands surrounded and pre-empted by the whites leads to the bitter "King Philip's War." The victory went to the whites, but was a costly one.

1684 The colonists having tried the mother country too far, their Royal Charter is annulled.

1691 A new charter is granted, combining the colonies of Massachusetts Bay, Plymouth, and Maine under a single government.

1692 An outbreak of the witchcraft hysteria, having begun in the preceding year, takes a toll of some 32 lives. It centered in the village of Salem.

1765 Massachusetts supports the Crown loyally during many wars with the French, but does not hesitate to "speak her mind" on occasion. One of those occasions was the passage of the "Stamp Act" designed to help pay the various costs of the wars.

1768 There is so much disaffection in Boston that a garrison of Royal troops is stationed there.

1770 Five people are killed by nervous troops in a small riot magnified by super-heated patriots into the "Boston Massacre."

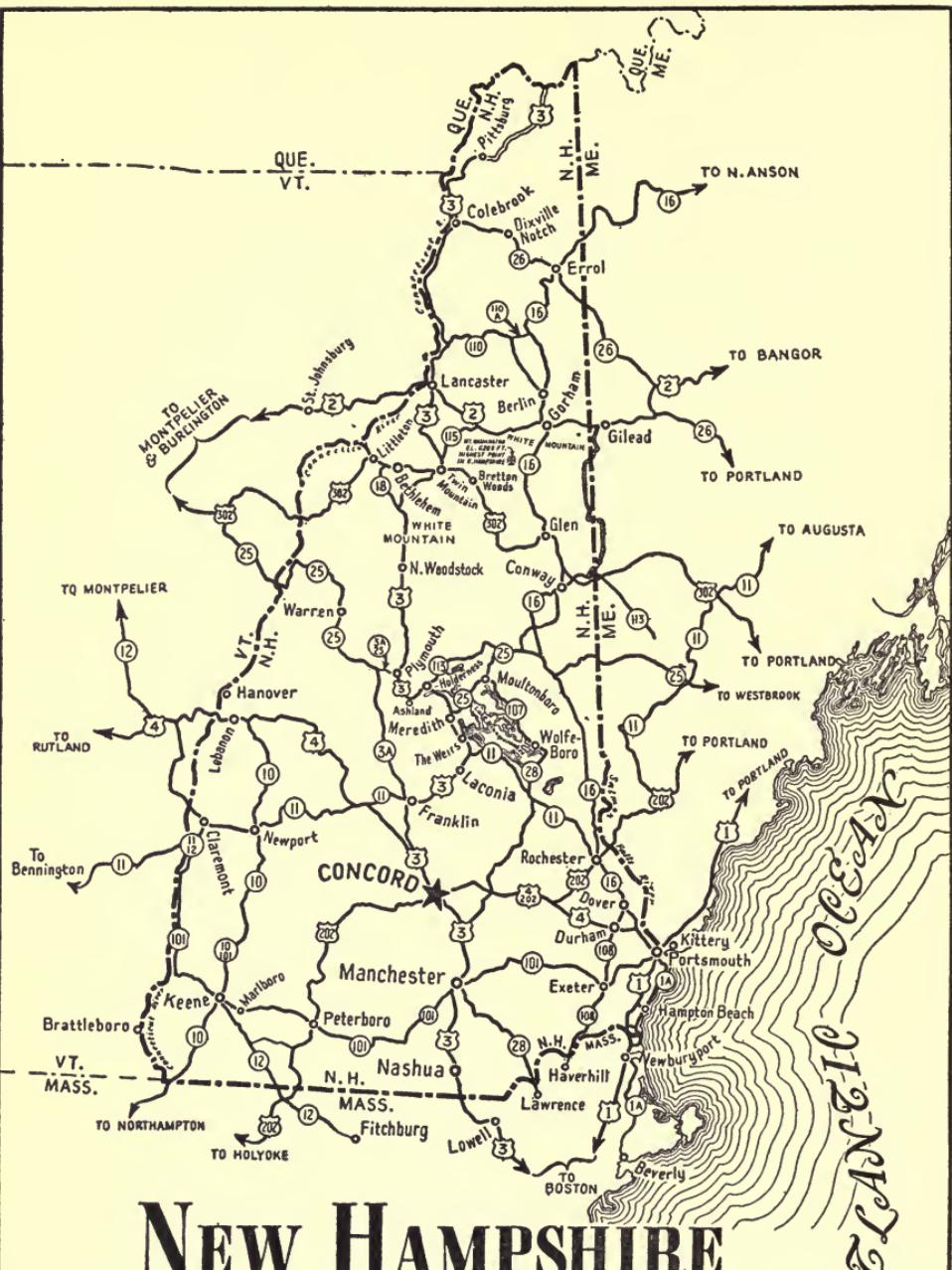
1773 The "Boston Tea Party."

1775 The battles of Lexington and Concord start the Revolutionary War. Washington takes command of the Continental troops at Cambridge. Then, although Massachusetts furnished her fair quota of men and money to the Continental cause, the tide of battle moved away from her.

1780 The present constitution was adopted and, although much amended, remains in force, being the oldest of the state constitutions.

Part Five

NEW HAMPSHIRE



NEW HAMPSHIRE

Scale in Miles
0 10 20 30 40 Miles

*Old forts, old houses, and
modern comforts—*

17

Southern New Hampshire and the Seacoast

NEW HAMPSHIRE can be reached either by rail or by bus, or, at a couple of the cities only, by air from Boston. In the summer there are also through trains from New York to the White Mountains and other New Hampshire resorts.

The most convenient point of departure for the rail or bus traveler is Boston. The Boston & Maine covers the state

of New Hampshire with a network of lines, both bus and rail.

The Maine Central also has a line running from Portland through the White Mountains to Beecher Falls, on the Canadian border. This line runs through famous Crawford Notch, and as the track runs high along the mountainside, on this particular stretch the views are better from the train than they are from the auto road in the valley below.

There is an air service from Boston, stopping at Manchester and Concord.

But all in all the best way to see New Hampshire is with your own machine or, failing this, by bus, which will take you through some of the "notches," as mountain passes are called in New Hampshire, which the railroad is forced to avoid.

This is not so important along the coast or when traveling to the cities in the low hills of southern New Hampshire, where there is natural beauty aplenty but of a gentler sort. To these cities, and to the seaside resorts, either train or bus should be thoroughly satisfactory.

Except for Vermont, which hasn't any, New Hampshire has the shortest SEACOAST of all the New England states. It is only 18 miles long!

The New Hampshire seacoast is separated from Maine on the north by the natural boundary of the Piscataqua River, but when you leave Newburyport in Massachusetts to the south, headed for New Hampshire's ocean resorts, the great bridge over the MERRIMACK RIVER will lead you still into Massachusetts. The Merrimack rises in New Hampshire and is one of the state's principal streams, but the boundary has been arbitrarily fixed to include all of some cities in Massachusetts, and you will have to drive some four miles past the bridge before you reach the state line.

u. s. 1 is the road to follow out of Newburyport (the

routes between Boston and Newburyport are described in Chapter 13) and will take you direct to Portsmouth. To see the full beauty of the region, turn right a mile or so after crossing the bridge, onto U. S. 1a, which will lead you through the coast resorts in full view of the ocean.

The Beaches of New Hampshire

The first of the resort towns which you will enter is HAMPTON BEACH. It is a Coney Islandish sort of place, far from attractive to the eye, redolent of fried clams, but with a splendid beach, and giving more people more pleasure than many of the more "refined" beaches a few miles to the north. There are daily band concerts, and tourist homes, cabins, restaurants, and cafeterias innumerable.

North of Hampton Beach is the smart and expensive summer residential colony of LITTLE BOARS HEAD. The road follows the coast and gives many pretty views not only of the ocean but of the cottages which line the drives. Without exception the grounds around them are bright with flowers, and the lawns all look as if they received the attentions of manicurists rather than of gardeners. There are few more attractive neighborhoods. The region is at its best in the late spring and early summer, when the climbing roses which seem to cover every house and every wall are at their finest.

Next is RYE BEACH, shorter than the sands of Hampton but offering just as good bathing, although at a generally higher price, for it is far the smarter resort of the two.

Off the coast you will see the ISLES OF SHOALS. You can reach them by steamer from Portsmouth, and if you can spare the time, I urge you to do so. The island at which your steamer will land you—STAR ISLAND—is owned jointly by the Unitarian and Congregational conferences, and is an unspoiled rest haven where you may look at the LIGHTHOUSE on WHITE ISLAND or visit the old stone CHAPEL, but where

you will probably prefer to lie on the sunbaked rocks and watch the pounding waves.

In RYE CENTER is another CONGREGATIONAL CHURCH of typical square design. You may wish to detour to visit it although, as one will see better churches elsewhere, I would be more inclined to continue to Portsmouth. There is also a monument of simple design to the first settlers who landed here in 1623.

If you take the direct highway you will come first to SEABROOK, a great place for the growing of flowers, and then through HAMPTON FALLS to the village of HAMPTON. Here by the roadside is the seventeenth-century GENERAL MOULTON HOUSE, now a private home. There is another famous CHURCH at North Hampton, and a whole bevy of square seventeenth-century houses, mostly privately owned. In the springtime APPLECREST FARM is a sight to see. It is one of the largest apple orchards in New England and in apple-blossom time offers a vision of spring beauty you will never forget.

Portsmouth

PORTRSMOUTH not only is interesting for itself; it offers many near-by excursions to things of beauty and historic value. The town itself, like other New England coast cities, derived its early prosperity from the sea, and is still culturally bound to the ocean that washes its doorstep.

Perhaps that is why one of the most interesting things in town is the COLLECTION OF OLD SHIP MODELS in the Athenaeum. This to me is the outstanding sight of Portsmouth, although there are other things more spectacular.

Old houses abound. Many of them are privately owned and, like the PEIRCE MANSION and the GOVERNOR JOHN LANGDON HOUSE, may not be visited at will by the general public. But there are many others that may be. The Portsmouth Historical Society is appropriately housed in the JOHN PAUL

JONES HOUSE, built in 1758. The WARNER HOUSE, built in 1718, the oldest brick house in the city; the WENTWORTH-GARDNER HOUSE, with its lovely waterfront location and its graceful doorway; the MOFFATT-LADD HOUSE with its chastely beautiful interior and staircase; and the NUTTER HOUSE, scene of many of the pranks of Thomas Bailey Aldrich's "Bad Boy," may all be visited in the summer and, in some cases, all the year round.

Lovers of those fine doorways which so often grace the houses of the old New England seafaring gentry will find outstanding examples on the ABRAHAM WENDELL HOUSE and on the LANGLEY BOARDMAN HOUSE, although these dwellings themselves may not be visited, to the best of my knowledge. And connoisseurs of fine architecture will enjoy a look at the LIBRARY.

NEWCASTLE, only a short drive from Portsmouth, is an old fishing village full of little houses of the "Salt Box" type. It has now largely been taken over by a summer colony, but is still unspoiled. Here is old FORT CONSTITUTION. Built in 1630, it was called Fort William & Mary before the Revolution. The old portcullis still hangs in the gate, and when the patriots hauled down the British colors in the first days of the Revolution, they captured in the fort's magazines the powder which afterwards defended Bunker Hill.

The PORTSMOUTH NAVY YARD isn't in Portsmouth at all, or even in New Hampshire, but is on an island just across the line in Maine. To reach it you pass through KITTERY, and if you have time you should detour to KITTERY POINT, where there are the ruins of old FORT MC CLARY and two fine old residences, the LADY PEPPERELL HOUSE and the SPARHAWK HOUSE, to say nothing of a splendid VIEW back across the Piscataqua and the bay.

The Portsmouth Navy Yard is the site of the Naval Prison. It is a submarine base, and is also where the peace treaty end-

ing the Russo-Japanese war was signed in 1905. The navy yard may be visited by permission at any time. It keeps open house on October 27th in celebration of the birthday of President Theodore Roosevelt.

There are excellent hotels in PORTSMOUTH. The Wentworth-by-the-Sea is a huge summer resort hotel, on a fine waterfront location a little out of town toward Newcastle. In town itself the ROCKINGHAM is excellent.

Near the Coast—But Not on It

On the way to Dover you will pass the RICHARD JACKSON HOUSE built in 1664, the oldest house in the city. DOVER is an industrial town today, and it is hard to believe that it was once a town on the real frontier, even though the DAM GARRISON, built of logs in 1675 and still standing in the grounds of the Woodman Institute, was the scene of many a desperate attack by the Indians. The CLOCK TOWER on the city hall is of real beauty.

From Portsmouth and Dover, N. H. 16 leads to the White Mountains, but as we are still busy with the coastal region, let us take No. 108 across the LOTTERY BRIDGE to DURHAM. Here is the UNIVERSITY OF NEW HAMPSHIRE and, in contrast with the modern buildings of the University, the 1760 GENERAL JOHN SULLIVAN HOUSE. The town was founded in 1635 and was originally called Oyster River, the name Durham being given it in 1732.

EXETER is the home of the famous Phillips Exeter Academy, and many of the oldest buildings in town now belong to the school. CINCINNATI MEMORIAL HALL, erected in 1721, will interest you; so will the younger CONGREGATIONAL CHURCH (1798) and the older GARRISON HOUSE (mid-seventeenth century). If your appetite for old houses has not been sated during your visit to Portsmouth, the LADD-GILMAN HOUSE is an outstanding example of colonial architecture.

The South-Central Portion of the State

Your road map will show U. S. 3 as the principal route, marked in red, from Boston to Nashua, Manchester, Concord, the Central Lakes, and the White Mountains. So it is, but I would not take it. Instead, even at the risk of driving an extra mile or so, I would go to Lexington and there pick up Mass. 4. This will take you through pretty country to U. S. 3 at NORTH CHELMSFORD, avoiding LOWELL, a most unattractive milltown. From North Chelmsford, still in Massachusetts, the road is a pretty one along the MERRIMACK RIVER to Nashua in New Hampshire.

NASHUA is a nice residential and manufacturing town much beloved by its citizens and with little to offer the tourist. Here N. H. 101 runs west to the Monadnock region, while U. S. 3 straight through the city continues to Manchester.

MANCHESTER is a city that refused to admit defeat. For long a one-industry town, it depended for its prosperity on the huge Amoskeag Mills, whose great buildings covered acre upon acre beside the Merrimack. (Slow down on the bridge that takes you across the river into town from the south for an excellent view of the river, the falls, and the town.) When these mills folded under the blows of depression, the town had every reason to go into mourning and then give up the ghost. Instead, it took over the buildings, found them easily convertible, and is renting them in sections to diversified industries, thus putting the town in a much stronger economic position than it enjoyed before.

CONCORD is the state capital, and is also the home of the great ST. PAUL'S SCHOOL FOR BOYS. It has few conventional points of sightseeing, although art lovers will enjoy visiting the CHAPEL to see the sculptured figures by Daniel Chester French. The whole town is a quiet place of charm, must be a delightful place in which to live, and otherwise offers little to the sightseer. Even the STATE CAPITOL, quietly conventional

of its type, while a very pleasing building, seems to withdraw itself into the general air of refined reserve which distinguishes the town that surrounds it.

On the way to FRANKLIN you will pass a sign directing you to DANIEL WEBSTER'S BIRTHPLACE, more interesting sentimentally than otherwise. U. S. 3 is locally known as the Daniel Webster Highway. At Franklin the highway divides, route 3 turning sharp right through TILTON, the home of TILTON ACADEMY, to Lake Winnepesaukee and the White Mountains, and route 3a continuing to the White Mountains by way of BRISTOL, a busy place in summer, and NEWFOUND LAKE.

Although Newfound Lake is a lovely body of water in exquisite scenery, with MT. CARDIGAN dominating the country, and although the views of the PEMIGEWASSET VALLEY between Franklin and Bristol are delightful, unless I had time to do both roads I would stick to U. S. 3, which I believe offers even more. But because Winnepesaukee is the very crown of the lake district, I will save it for the next chapter.

Back again at Nashua, let us follow N. H. 101 to the MONADNOCK REGION. Let me say at once that the scenery of the whole district, combining rolling hills and smiling valleys, with the isolated bulk of MONADNOCK MOUNTAIN (3,165 feet) dominating it all, is fine enough to be the reason for a trip. That being understood, let us avoid the tedious repetition of the statement in the description of each separate town. And let us also remark that this is a famous winter-sports section—and refer you to the appendix.

WILTON is the home of HAMPSHIRE HILLS DAIRY, a famous show place, and is also a great apple center—consequently at its best in the spring.

From Wilton it is only thirteen miles to PETERBOROUGH, where the MAC DOWELL COLONY, founded by the great American musician, maintains 600 acres and 33 buildings for the use of artists, composers, and sculptors. The town is also proud

of having been the first place in the world to have a free library supported by taxation. The studiously antique EPISCOPAL CHURCH, looking like something transplanted from Europe, may be a masterpiece of the copyist's art but looks just a little odd in a New England setting.

From Peterborough, N. H. 202 takes you south to Jaffrey, located on the slopes of Monadnock itself. It is a charming resort, both winter and summer. The views to Jaffrey and beyond are lovely, but—unless I had plenty of time I would continue on N. H. 101 to DUBLIN, where I would enjoy the view of Monadnock Summit, only five miles away across the waters of placid little MONADNOCK LAKE.

KEENE, twenty-one miles away on the same road (101), is quite a neighborhood center. It claims to have the widest paved MAIN STREET in the world, and I believe it. Almost entirely a commercial town, it offers little to arrest the tourist. The food is good at the Sawyer Tavern.

To the west of Keene is the Connecticut River Valley, but although the river, as far as the low-water mark on the west bank, belongs to New Hampshire, it seems to me that most of the principal sights along the river valley can more easily be reached by a road running through Vermont. I am trying to divide this book logically by states, but there are places where it is obvious to me that a too arbitrary division along state lines would be a nuisance to you. Consequently I am including the few places you are likely to wish to visit on the New Hampshire side of the river in my chapter on southern Vermont, just as a few places in northern Vermont will bob up under New Hampshire. It may sound illogical but is intended to prevent your having to turn to the index every few miles of your drive.

So I will avoid the river for a while, and advise you to turn north from Keene over winding N. H. 10 to Newport and Lake Sunapee.

There are far too many good places to stop to list them all here. I have picked out a few inns which I consider attractive for quaintness or good food or location, or all three, but this choice in no sense implies criticism of others not so listed.

Since southern New Hampshire, from the tourist point of view, is divided rather sharply into the coast region and the Monadnock region, and as I have mentioned the larger hotels along the coast in the descriptions of the towns there, I will mention here only a few in the mountains to the west. As they are mostly short distances from each other, you should find them sufficiently handy so that a hotel on this list will be within twenty-five miles or so, no matter when you may decide to stop.

At Peterborough the MacDowell Colony Inn is especially well recommended. At Jaffrey, a few miles south, The Ark, an old-fashioned house with modern improvements, offers both hotel accommodations and cottages. Twenty-one hundred feet up in the air, on the slopes of Monadnock itself, the Half Way House features home cooking and, as it faces west, sunsets! If you prefer town atmosphere and proximity to movies, the Ellis Hotel at Keene is said to be good. Still at Jaffrey, which is quite a resort center, are the Monadnock Inn and the Shattuck Inn, both offering rooms with bath. The Monadnock Inn is open only in the summer; the Shattuck Inn the year round.

What to Do in Southern New Hampshire

There are summer theatres at Rye Beach, Keene, and Peterborough.

It is safe to say that SWIMMING can be enjoyed almost anywhere, either in the ocean along the beaches or in fresh water in the ponds and streams inland.

SAILING is particularly pleasant near Portsmouth, although



A COVERED BRIDGE IN NEW HAMPSHIRE





JENKINS' POND AT DURHAM



fresh-water small-boat sailing on Lake Monadnock is also a feature of summer life.

In all southern New Hampshire it is almost impossible to be over a mile from a tennis court and ten miles from a GOLF course.

HIKING is a great sport in the mountain region inland. The State and the great clubs devoted to development of outdoor sports, like the Appalachian Mountain Club, maintain literally miles of good trails, all well marked.

HORSEBACK RIDING is popular everywhere, and canoeing is a great sport on the rivers and mountain lakes.

Winter sports are available not only at the points listed in the appendix, but on every hill, large or small, that it is possible to climb up and slide down!

What to Buy in Southern New Hampshire

Antiques, of course. It seems as if every other barn were an antique shop.

ARTS AND CRAFTS, of local workmanship, have been encouraged by the many artists' colonies. The Hancock Home Industries at Hancock (a few miles north of Peterborough), as the name implies, is a rather notable repository for these.

A shop at Jaffrey Center called the Kentucky Mountain Shop specializes in Kentucky handicrafts, textiles, and so on. If you aren't going to Kentucky, you will find some delightful things here.

In the greater resorts you can buy everything from sport coats to diamonds—all very smart, and all at very smart prices.

The local souvenirs vary. Naturally there is the usual plethora of wooden bowls and trays marked "Souvenir of Cabbage Corners," which somebody must buy or they wouldn't make so many of them. For local souvenirs in the Monadnock region, why not a few specimens of the minerals found in various localities there?

*Where towering peaks are
reflected in still waters—*

18

The Mountain and Lake Regions of New Hampshire

HERE ARE THREE main routes into the lake and mountain regions of New Hampshire. The traveler from the west will probably pass by Keene, and enter this region at Lake Sunapee. From Boston, u. s. 3 through Concord, and then to Laconia and Lake Winnepesaukee, is the most traveled. From the coast resorts, n. h. 16 as far as Rochester, and thence

either N. H. 11 to Winnipesaukee or N. H. 16 on to the White Mountains will reward you with many views.

LAKE SUNAPEE is a little remote from the other lakes, lying well to the west toward the Connecticut Valley. It is the scenic feature of a district that has become a definite resort section, where people return faithfully year after year. NEWPORT is the shopping center of the district, and while it has some good hotels, notably the Newport House and the Winston, I would prefer to go a few miles further to NEW LONDON, where a group of excellent hotels are on the lake itself. Overlooking the lake are the Soo-Nipi Park Lodge, accommodating 200, and the smaller Lake Side Lodge, accommodating 100. They are both excellent, but open in the summer only. An all-year-round house is the New London Inn. The large Twin Lake Villa is also to be recommended.

Except that the town is the home of Colby Junior College, that the scenery around and about is exquisite, and that it offers every possible feature of resort life, both winter and summer, there is little to say about New London.

You should certainly drive around the lake for the succession of beautiful views that the road will afford you. Not for nothing is it admitted that New London has one of the finest settings of any town in the state, and that Sunapee is one of New Hampshire's loveliest lakes.

You can drive through Franklin and Tilton on N. H. 11 to the shores of Winnipesaukee, or you can continue north from New London through Lebanon on N. H. 10, and thence by N. H. 120 to Hanover.

Hanover

HANOVER is the seat of DARTMOUTH COLLEGE, and the campus and buildings of this famous school give the town its greatest charm. The buildings of the OLD ROW are the feature of the college green, as the campus is called here. And in the Baker

Memorial Library is one of the most discussed works of art in America, the FRESCOES by the Mexican artist OROZCO.

The usual railway station for Hanover is White River Junction in Vermont. Busses and automobiles connect with all main-line trains. The Hanover Inn is a famous hostelry.

From Hanover, U. S. 4 will take you through the CARDIGAN MOUNTAIN STATE FOREST to DANBURY, where route 104 leads to Bristol and to Newfound Lake, or to ANDOVER and the junction with N. H. 11 to Lake Winnipesaukee.

Lake Winnipesaukee

LACONIA is the gateway to the Winnipesaukee region, but although it is called the "City of the Lakes," it is not on Winnipesaukee itself. It is a famous place for winter sports. There are ice-fishing and ice-boating and skating on WINNISQUAM, OPEECHEE, and PAUGUS LAKES, all linked by the WINNEPESAUKEE RIVER to form the western boundary of the town. BELKNAP MOUNTAIN is a winter-sports center highly popular with the patrons of the SNOW TRAINS which come to Laconia every week-end. The INTERNATIONAL DOG TEAM RACES often begin and end in Laconia's Main Street. The Laconia Tavern is good.

A short drive on route U. S. 3 along the shores of LAKE PAUGUS brings you to THE WEIRS, the most important communication center for Lake Winnipesaukee. From The Weirs a paddle-wheel steamer of ancient vintage makes her stately way up and down the lake, making a complete circuit of sixty-five miles before returning to The Weirs. She is scheduled to leave The Weirs at 8:00 A.M. and 1:00 P.M. on weekdays. On Sundays she leaves at the same time in the afternoon, but makes her morning trip an hour later. The time is four hours and a quarter, and the fare is only a dollar.

LAKE WINNEPESAUKEE is the largest in New Hampshire.

The shoreline is so irregular and so deeply indented with bays that it is said to be over two hundred miles long. There are almost 300 islands and islets in the lake, and it is difficult to give you good advice as to how best to see it. While the road around will give you excellent views of the lake itself, the steamer trip gives equally beautiful views of the surrounding hills. All in all, if you can possibly spare a precious four hours, I advise the steamer. Of course, the ideal is to do both.

If you continue along U. S. 3 from The Weirs, you will get a superb view of the entire lake from the top of the long hill just beyond. This must not be missed, whether you take the steamer trip around the lake or not. The Lakeside Hotel and the Winnecoette Hotel have both been recommended to me, and so have Avery's Highland Camps.

A steep hill, to be negotiated with caution as it leads to cross-roads and railroad crossings mixed, takes you into MEREDITH, another resort, which has some manufactures and consequently does not depend entirely on the tourist trade for its support. I have heard the Loch Haven Inn well spoken of. It is on the European plan, room rates beginning at three dollars.

Here is the place to begin your circular tour of the lake by automobile. N. H. 25 will take you to CENTER HARBOR, where you should pause to enjoy the view of the lake and of the Ossipee, Alton, and Belknap Mountains that surround it. There is an adult camp (the whole district is full of children's camps) at Center Harbor, called Vonhurst, which is well spoken of.

At Moultonboro turn right onto N. H. 107, which will take you the length of the lake to WOLFEBORO. Here are located the old CLARK HOUSE, and the new Allen A Camps, concerning which I have had most enthusiastic reports.

N. H. 28 will take you from Wolfeboro to ALTON BAY, the

southernmost point of the lake, and N. H. 11 will give you a succession of extended views until you rejoin U. S. 3 for the drive back to Meredith.

Once your tour of the lake is completed and you are back at Meredith again, continue on U. S. 3 to HOLDERNESS. This resort on the shores of SQUAM LAKE is the center for a district second only to Lake Winnepesaukee itself in beauty. A drive over N. H. 113 will bring you to SANDWICH, worth seeing for the natural beauty of its setting and because here is where the New Hampshire Arts and Crafts League got its start. On the way to Sandwich and back again you will have many fine views of Squam Lake.

The White Mountains

At PLYMOUTH you will really begin to get into the White Mountains. Here is located the State Normal School, but what is more important to the vacationist, a Swiss Ski School. The Pemigewasset Hotel offers luxury at resort-hotel prices, and the Maeclair Cabins have rooms and cabins at cabin prices. Both are excellent of their kind.

Most people continue directly into the mountains by U. S. 3, but there is an interesting detour over the MOOSILAUKE TRAIL, more easily distinguished as N. H. 25. At RUMNEY DEPOT, only eight miles from Plymouth, are the POLAR CAVES, said by some geologists to be the largest known glacial caverns.

The extensive grounds of the New England Fellowship Conference are located at Rumney Depot.

If you can continue to WARREN, you will drive through a paradise of scenery for the sightseer and a paradise of sport for the fisherman. Your road for much of the distance will follow the course of BAKER RIVER, and each town en route has at least one lake.

At WARREN there is a STATE FISH HATCHERY and another good hotel, the Moosilaukee Inn. From Warren a good but

unpaved road leads right through the WHITE MOUNTAIN NATIONAL FOREST to route U. S. 3 at North Woodstock.

If you do not make the detour described above, U. S. 3 will lead almost due north from Plymouth to the Franconia Notch, the Flume, the Old Man of the Mountain, and the heart of the White Mountain resort region.

Naturally, as you enter the greatest resort region in New England, you also enter a district of hotels, camps, and restaurants, almost all in fine scenery with lovely views. The Robbins Nest at THORNTON gives good meals and has a few attractive rooms. At WOODSTOCK the Jack O'Lantern Tavern is also a restaurant of renown. Among the hotels there are the splendid Alpine and Deer Park at NORTH WOODSTOCK, and a mile off the main highway at LINCOLN is the Lincoln Hotel, not so expensive, up-to-the-minute, and, according to my personal recollection, serving the last word in hot biscuits.

From North Woodstock it is only a short drive to the LOST RIVER GLACIAL CAVERNS. You must see these, unless you have seen the Polar Caves; and even if you do not go through the reservation, look at the view from the entrance cabin, and stroll through the garden of local wild flowers.

The whole Lost River district presents one charming view after another, some near like the pretty PARADISE FALLS and some far where the eye can range over miles of hills and valleys. At Lost River you are right on the great APPALACHIAN TRAIL. If you feel like taking a walk, this marked foot-track will take you north to Mt. Katahdin in Maine, or south to Mt. Oglethorpe in Georgia. The trail is supervised by the Appalachian Mountain Club, which has done much to make the outdoors comfortable and accessible, and which has played an important part in the preservation and maintenance of the natural beauties of the Appalachian range which might otherwise have been lost.

Coming back to U. S. 3, your drive north will continue

toward Franconia Notch and still through the WHITE MOUNTAIN NATIONAL FOREST. This great wooded tract covered 663,116 acres in New Hampshire and 45,368 acres in Maine as of May 1, 1938. It contains much of the finest scenery in the East, is being carefully developed to ensure an ever-increasing supply of spruce and northern hardwood, is open to camping and recreation, and is almost free of billboards.

Only four miles north of North Woodstock the INDIAN HEAD shows up above the hillside. Less famous than the Old Man of the Mountain six miles further on, it is still a remarkable phenomenon of nature.

Natural sights follow thick and fast. Next there is the FLUME, that narrow gorge formed long before the ice sheet covered New Hampshire, with traces of the original lava flow which once filled it still to be seen along the granite walls of the narrow canyon. From the FLUME TEA HOUSE it is a walk of about half a mile to the Flume or, if you prefer, a bus will drive you there. It is worth while to go by bus, as there is quite a bit of walking to be done in the Flume itself. Besides, the bus will take you through one of the old wooden COVERED BRIDGES which you will now see on your drives from time to time, but which in general have of necessity been done away with on the main highways which your route will inevitably follow.

The POOL, also in the Flume reservation, is a lovely little basin in the Pemigewasset River, formed some 25,000 years ago when the ice sheet covered this whole region. At the head of the pool once stood the SENTINEL PINE. It was some 16 feet in circumference and nearly 175 feet high. It fell in the great hurricane of September 1938, and its massive trunk now bridges the river above the pool.

From the Flume parking space a trail one and one-eighth miles long leads to the top of MT. PEMIGEWASSET and to the Indian Head itself. The views on the way are of great

beauty, but it is a hard walk. The view from the Flume Tea House is practically as fine, and can be reached without effort, and so unless you are a most enthusiastic hiker you will probably prefer to continue along the highway to the even more famous OLD MAN OF THE MOUNTAIN itself.

This great stone face is in the very heart of the FRANCONIA NOTCH. It was discovered in 1805 by two white men who were surveying for a proposed road through the notch. They first caught sight of it across the waters of PROFILE LAKE, where they had happened to stop for a wash. Today it is the best-known scenic feature of New Hampshire and is visited by more people annually than any other single sight in New England. The discoverers considered it a fine portrait of Jefferson, who was then President of the United States, but as the features change expression and form according to the point from which the profile is viewed, it did not hold that name long.

Half a mile further north is the CANNON MOUNTAIN AERIAL TRAMWAY. Here cars which accommodate 27 passengers each swing over the tree tops on a cable over a mile long, supported by three towers, and take you 2,022 feet up in less than eight minutes. There are superb views on the way, from the Observation Platform at the Mountain Station, and best of all from the SUMMIT OBSERVATION PLATFORM to which you will be led by a uniformed guide. The entire trip can be done in an hour. The summer fare is 95 cents a round trip. It is more than worth it. In winter this is a noted skiing center.

At lovely ECHO LAKE, where again you must stop for the view, the road forks, U. S. 3 swinging around the lake to TWIN MOUNTAIN and N. H. 18 leading direct to Bethlehem and Littleton. BETHLEHEM prides itself on "No Hay Fever" and is a center for hotels: the Alpine, the Upland Terrace, the Sinclair-Agassiz, and the Howard House, all offering good accommodation. At LITTLETON, Thayer's Hotel has been recommended

to me, and so has the Twin Mountain House at Twin Mountain. I am told that the smaller Rosebrook Inn is also very good.

A Day's Drive in the White Mountains

From Twin Mountain I would prepare to spend a day driving a circuitous route through and about the White Mountains. It will not show you all of them, but it will give you scenery of surpassing beauty which it is a pity to miss. Some people think, if they have seen the Franconia Notch, and perhaps the Crawford Notch, that they have seen the best that the White Mountains have to offer, and drive happily away with no idea of the glories that they have missed. Of course, if that is all the time you can spare, there is nothing else to be said. But if you can possibly spare a full day, I urge you to follow the route I will now suggest.

At Twin Mountain turn right onto U. S. 302, which will take you through FABYAN'S to BRETON WOODS. (Here there are good hotels, the Mount Washington being the largest, dressiest, and most expensive.) Bretton Woods is at the very foot of MOUNT WASHINGTON, which towers to a height of 6,288 feet and was considered for years to be the highest point east of the Rockies. Recent triangulations show mountains in North Carolina to be higher, but Mount Washington is still one of the majestic sights of the world. A road leads past the Mount Washington Hotel to the Base Station for the MT. WASHINGTON COG RAILWAY, and if the day is clear you should go up, either by this odd little train, or in your own car from a point a little further on. If you have any tendency to be nervous when driving on mountain roads, take the cog railway! There are nine trains daily, the first leaving at 6:00 A.M. The round-trip fare is \$3.00. A delightful thing to do is to go up by the 6:30 P.M. "Sunset Train" and spend the night at the top to see the sunset and the sunrise. The whole

trip, including rail fare, supper, lodging, and breakfast at the Mount Washington Club, will cost you from seven to ten dollars. It is a grand experience.

The view from the summit is nothing short of superb. It extends for miles east and west, north and south, with just enough near-by high mountains to give it scale. There is nothing finer in New England.

There is a scenic route north from the base station to Jefferson, but I would rather continue on U. S. 302 through CRAWFORD NOTCH. There is nothing to say about the notch except that it is one of the narrowest and wildest defiles in the mountains, and that the scenery is breath-taking. There are no particular sights, and you can enjoy yourself driving down-grade through SAWYER'S RIVER and BARTLETT (really the end of the notch—the Hotel Howard is good) to Glen.

GLEN is very near a whole flock of famous summer and winter resorts—Intervale, Kearsarge, North Conway, Conway, and so on—but since we are turning left here, I will save them until we return, later in this rather long chapter. Now we will go over N. H. 16 to JACKSON, and will follow the ELLIS RIVER through PINKHAM NOTCH. There are flocks of good hotels at Jackson and excellent tourist camps as well.

From Jackson the road follows the Ellis River up-hill with splendid views of Mount Washington and the other giants of the Presidential range. Reading from north to south, the mountains of the PRESIDENTIAL RANGE are MT. MADISON, MT. ADAMS, MT. JEFFERSON, MT. WASHINGTON, and MT. MONROE. You will probably enjoy a glimpse of GLEN ELLIS FALLS, where the little river tumbles 65 feet into a pool below in a setting of exquisite beauty.

At the GLEN HOUSE begins the AUTOMOBILE ROAD UP MOUNT WASHINGTON. It is a toll road, and the toll is high, but the views on the way up and down will more than repay you. If you will negotiate the descent in second rather than on your

brakes, and if your car is in fair mechanical condition, there is nothing dangerous about the drive. If you are nervous on mountain roads, don't go. The scenery on the way is totally different from that of the cog railway on the other side of the mountain.

On the way to GORHAM you will pass the DOLLY COPP CAMP, the most popular of all the camping places in the White Mountain National Forest.

At Gorham (the Mt. Madison is well spoken of) I would turn left through RANDOLPH (the Ravine House is a delightful spot, much patronized by enthusiastic hikers of all ages), JEFFERSON HIGHLANDS, and JEFFERSON. If you have followed this route as described from Twin Mountain, you will have been almost around the entire Presidential range. In fact, at Jefferson Highlands you are within thirteen miles of where your drive started at Twin Mountain, although without any detours you will have driven over sixty-five miles to get there. If you wish to complete the circuit, take N. H. 115. If you have time, continue on U. S. 2 to LANCASTER on the Connecticut River. (It is a convenient point at which to enter Vermont.) The town is dignified and beautiful, and the view from the observation tower is splendid.

A drive of thirty-six miles north along the Connecticut, through scenery of great beauty all the way, will bring you to COLEBROOK. This town is near another Mt. Monadnock, only this one is in Vermont. (The Monadnock Hotel is good.) From Colebrook, route N. H. 26 will take you eastward through the magnificent scenery of DIXVILLE NOTCH. The notch is naturally a great resort and, as in so many other resorts, life there centers around a hotel, in this case The Balsams. There is splendid scenery all the way to ERROL, where you turn south again on N. H. 16 and follow the ANDROSCOGGIN RIVER, almost a brook way up here in the mountains, back to Gorham again.

From Gorham turn once more onto U. S. 2, but this time, instead of turning left and west, turn left and east, following the Androscoggin to GILEAD, in Maine. (I am soothing my conscience for taking you out of the state by noting hastily that you are still in the White Mountain National Forest!) From Gilead a new road developed and opened to public travel in 1936 by the United States Forest Service leads south along WILD RIVER until it turns into the dramatic scenery of EVANS NOTCH. Shortly after leaving the notch the road re-enters New Hampshire. At South Chatham you can either continue to Fryeburg, Maine (see page 244) or turn right over HURRICANE MOUNTAIN ROAD to Intervale in New Hampshire.

INTERVALE is not only a winter and summer resort of repute, but is one of the best places from which to view the extent of the Presidential range. (At Intervale you will be only some four miles from Glen, where you turned north pages ago to pass through Pinkham Notch. See page 187.) So is NORTH CONWAY (and the rest of the CONWAYS too). The Eastern Slope Inn at North Conway is one of the best hotels around these parts, and here is one of the most amusing and at the same time most beautiful sightseeing stunts that you can do! The CRANMORE MOUNTAIN SKIMOBILE TRAMWAY, originally built to take skiers up-hill in the winter, is now open to sightseers in the summer. Each passenger has an individual little car which takes him up-hill along a track about a mile long to a vertical height of 1,300 feet above the beginning. As the speed is only about five miles an hour, there is ample time to enjoy the extended views on the way. There are other grand views from the Half Way Station and from the log cabin at the summit. The round-trip fares in the summer are 25 cents to the half-way station and 50 cents to the top. The view from the top is worth the extra quarter.

Between North Conway and CONWAY you will pass CATHE-

DRAL LEDGE and WHITE HORSE LEDGE to your right. At Conway is one of the grandest covered bridges in New England, JOEL'S BRIDGE, where you should note the curious ship-like construction which strengthens the roof.

Route 16 will take you back to Boston by way of Dover and Portsmouth, with much beauty on the way. LAKE CHOCORUA, with the famous view of MT. CHOCORUA from TAMWORTH, is well worth the short detour required to see it well. CHOCORUA itself is a famous resort, and the villages around OSSIPPEE LAKE all have their faithful devotees who return year after year.

* * *

This chapter, long as it is, does not begin to cover adequately the beauties of the lakes and mountains of New Hampshire. A mere catalogue of the lakes would be a book in itself, and many books have been written about the White Mountain district alone. So if you have some favorite nook which has not been mentioned, please realize that I had to stop somewhere, and that this book is designed for those to whom a trip to New England is an event rather than an annual pleasure. But I am sure that if you can possibly find the time to see even half of the things I have listed here you will have skimmed the cream at any rate.

What to Do in the Mountain and Lake Regions of New Hampshire

This section of New Hampshire is so perfectly developed for the reception and entertainment of guests that I might easily say, "Do everything done in any resort in the world, except play roulette and pick tropical fruit!" Amusement possibilities are endless.

There are summer theatres, all good (with special emphasis on that at Tamworth), at Keene, New London (Barn Play-

house), Peterborough (Stearns Farm), Rye Beach (Farragut Players), Tamworth (the Barnstormers), and Whitefield (Chase Barn).

It is almost impossible to get more than fifteen miles away from a GOLF course.

CANOEING is a favorite sport, and there is much SAILING and SPEEDBOATING on the larger lakes.

MOUNTAIN CLIMBING is popular with the vigorous, and so is HIKING.

SWIMMING at many resorts along the lakes, and in every swimming-hole besides.

There is unlimited opportunity for DANCING in the various hotels.

HORSEBACK RIDING is a perfect amusement on the back roads and the many bridle paths.

WINTER SPORTS are practiced everywhere. There is ICE-BOATING on the lakes and skiing on every hill. Those places that make skiing luxurious with "ski tows" are listed in the appendix.

There is good HUNTING for bear, deer, and small game and birds, and of course the FISHING in the mountain streams and lakes is splendid. As these are rather special subjects that hardly appeal to the sightseer, I will content myself here by referring you to the New Hampshire Fish and Game Department, Concord, New Hampshire, which will supply detailed information on request.

What to Buy in the Mountain and Lake Regions of New Hampshire

Although ANTIQUES are certainly a feature, as they are all over New England, they do not seem to be quite so prevalent here as elsewhere—or maybe I was always too busy looking at the scenery to notice them.

In northern New Hampshire you will be well in the PINE

PILLOW belt. They are nice, if you like the odor indoors. I don't.

You will also find toy BIRCHBARK CANOES bobbing up among the souvenirs.

And of course the "Old Man of the Mountain" in every shape and every material.

For interesting souvenirs you would do best to stick to the better gift shops, being sure there will be one (or more) in each town and in each large hotel. One that I have never had time to visit, but which has been highly recommended to me, is "The Shop in the Woods" at North Conway.



BEAVERBROOK FALLS, COLEBROOK, N. H.



DIXVILLE NOTCH, N. H.

*Data which are put off to one
side for easy skipping—*

19

A Few Statistics and a Little History of New Hampshire

AREA 9,282 square miles.

POPULATION (1930) 509,000.

CAPITAL Concord, population 25,228.

BOUNDARIES Canada (Province of Quebec) on the north, Maine and the Atlantic Ocean on the east, Massachusetts on the south, and

Vermont and the Connecticut River on the west. Curiously the state line between New Hampshire and Vermont is low-water mark on the Vermont side of the river, so that the waters of the Connecticut belong technically to New Hampshire.

GOVERNMENT General Court of two houses, the Senate having 24 members and the House of Representatives the rather astonishing total of 421!

CLIMATE The winters are long and severe, the summers cool and fine. The mean annual temperature varies from 42 degrees Fahrenheit in the mountains to 47 degrees Fahrenheit along the coast.

NICKNAME The Granite State.

RAINFALL About 40 inches annually.

LARGEST CITY—Manchester, population 76,834.

RANK AMONG THE STATES IN AREA—43rd.

RANK AMONG THE STATES IN POPULATION—41st.

DENSITY OF POPULATION PER SQUARE MILE—51.5.

CITIES OVER 10,000 IN POPULATION—9.

A Little History

- 1603 Martin King visits the mouth of the Piscataqua.
- 1605 Champlain sails along the New Hampshire coast.
- 1614 Captain John Smith refers to the Harbor, now Portsmouth, and extols the beauty of the country around it and inland.
- 1622 John Mason receives a grant to a great tract of land in what is now New Hampshire. On account of an obscurity in early maps, Massachusetts considers these lands to have already been granted to her, and sets up a claim. The case drags on for years.

1679 As the result of over fifty years of litigation by Mason and his heirs, a separate government is granted to New Hampshire.

1686 New Hampshire becomes part of the Dominion of New England.

1692 A Royal Government for New Hampshire is re-established. There are many arguments with Massachusetts over the southern boundary, left over from the litigation with Mason.

1699 From 1699 until 1741 New Hampshire and Massachusetts have separate governments, but the same governor.

1741 The southern boundary of the state is finally defined.

1749 Another boundary argument starts, this time with New York. The cause was again broad grants made according to incorrect maps.

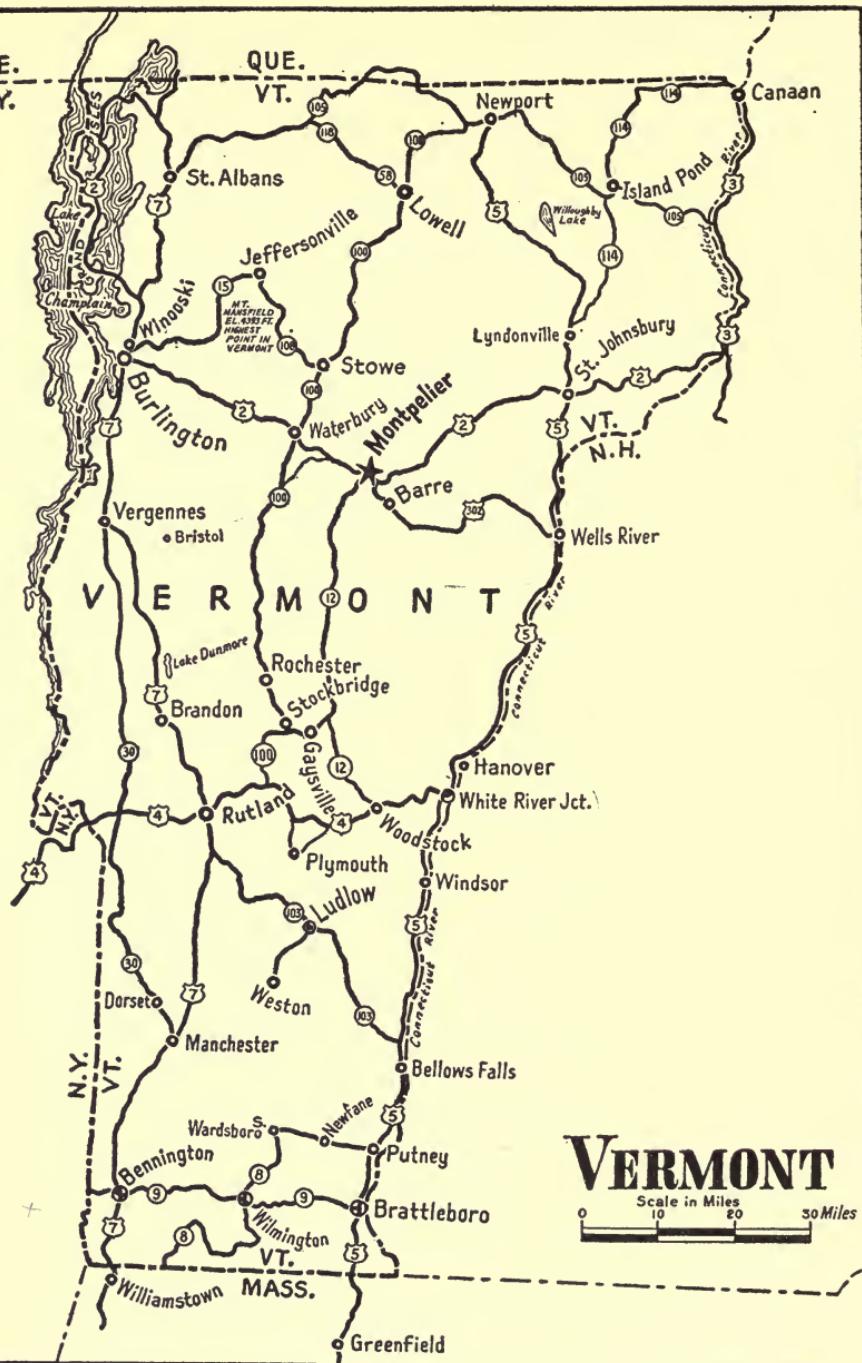
1764 The argument is settled, and the *west* bank of the Connecticut River is fixed as the boundary of New Hampshire.

1776 The Provincial Congress establishes a provisional government, which finally grows into the government of the State of New Hampshire after the Revolution.

1788 New Hampshire becomes the ninth state to ratify the Federal Constitution, thus assuring its adoption.

Part Six

VERMONT



VERMONT

*Eastern Vermont and the
Connecticut Valley*

WE RARELY THINK of Vermont as a mountain state, and yet it might well be said that it more truly deserves that designation than any other state in New England. For while the mountains of New Hampshire are higher, they are more localized. Vermont is almost entirely hills. The highest is Mount Mansfield, reaching up into the air for 4,494 feet, but

there are in all seven peaks that attain 4,000 feet or over, 152 that are 3,000 feet or over, and more than 900 which are 2,000 feet or over.

The result is a landscape of unexpected beauty, where every turn in the road brings a new vista. It is a varied beauty, too, offering the variety of the gentle rolling landscapes of the Connecticut valley in contrast to the Green Mountains, or the majestic views across Lake Champlain to the Adirondacks.

The principal railroads serving Vermont are the Rutland on the west, a part of the New York Central System, and the Central Vermont on the eastern border and across the north-central portion of the state. Any one will give you a ride of great beauty. There are through trains, in connection with these lines, from New York, from Boston, and from Canadian cities.

There is naturally good bus communication, and there is daily plane service from Boston to the airports at Barre-Montpelier and Burlington.

Two of the great U. S. highways, U. S. 5 up the Connecticut and U. S. 7 running north and south along the Green Mountains and the shores of Lake Champlain, afford the motorist not only perfect road surfaces and easy motoring but also the cream of the scenery. Many transverse roads cross the Green Mountains where a detour or a side trip from one main highway to the other will prove a delight.

Vermont is lovely at any time of year, but for the motorist it is at its best in late May or early June when the fruit blossoms are open, or from mid-September to mid-October in autumn-leaf time.

Although there are many convenient gateways to Vermont from New York on the west or from New Hampshire on the east, each one inevitably leads to one of the two great highways, so to make sure that you don't miss anything I will

suppose that you are following the Connecticut. (You can't do better. I once drove along the Connecticut River from Colebrook, N. H., in the north to Hartford, Conn., in the south. I did not stop for any sightseeing, as that was a day when I was interested in natural beauty only. It was an easy drive at reasonable enjoy-the-scenery speeds, from a not too early breakfast to a not too late supper.)

In this case you will find U. S. 5 from Greenfield, Mass. (see page 150), your most convenient road. It does not follow the river closely for some twenty miles north of Greenfield to Brattleboro, but the views of the Connecticut valley which this road gives make it (to me) even more interesting than the route along the river itself.

The Connecticut River Towns

BRATTLEBORO is a busy industrial town, but an old one. The first white child to be born in Vermont, Timothy Dwight, is known, not only on that account, but because this very early citizen of Brattleboro afterwards became the father of a president of Yale. You will find a monument marking the site of FORT DUMMER, the first permanent white settlement in Vermont, established in 1724. Also here is the home of Rudyard Kipling, where he lived several years and where many of his books were written.

From Brattleboro the MOLLY STARK TRAIL, more easily located perhaps as Vt. 9, leads for 41 miles across the southern Green Mountains to Bennington. The road climbs through scenery of great beauty to Marlboro, where at MT. OLGA a forest-service tower offers an extended view. Another view of great beauty is that from the HIGLEY HILL ROAD, which branches off to the right a short distance before you reach Wilmington.

WILMINGTON is the center of this region and a good point of departure for many interesting drives. To the south on

Vt. 8 is the great WHITINGHAM RESERVOIR, forming a lovely mountain lake, impounded by what is locally claimed to be the highest earthen dam in the world. In WHITINGHAM itself was born the Mormon prophet Brigham Young.

If you continue to Bennington over Vt. 9, you will pass through the mountain communities of Searsburg and Woodford. The scenery has great beauty, and the road reaches surprising heights. Woodford is 2,215 feet above sea level.

If you are not ready to go to the western section of the state as yet but still wish to see some mountain scenery of the southern portions, take the Molly Stark Trail to Wilmington and there turn north (or right) onto Vt. 8, through the GREEN MOUNTAIN NATIONAL FOREST. You will be surrounded by high mountains. HAYSTACK, 3,462 feet high, HIGLEY, 2,300 feet, and HOGBACK, 2,100 feet, all in the vicinity of Wilmington, offer fine VIEWS.

Continuing north on Vt. 8 to South Wardsboro, turn right here for NEWFANE, celebrated for the classic beauty of its COURTHOUSE, and to DUMMERSTON, where there is a beautiful little CASCADE on Furnace Brook, and where you may visit the quarries on BLACK MOUNTAIN, a solid mass of blue-white granite estimated to amount to thirteen billion cubic feet. A short connecting road from Dummerston leads east to U. S. 5, where you may either return to Brattleboro or continue your drive to the north.

There is nothing to describe except pretty scenery from Brattleboro to the junction at the end of the detour I have just recommended. Your first town is the farming community of PUTNEY, settled at a time when the first log houses had to be built in a square for protection against attack. Nine miles north of Putney is WESTMINSTER, settled in 1734 and famous historically. The first printing press in America, north of Mexico which had one sooner, was in use here. The town also claims that a riot here in March 1775 in which one

man was killed and another fatally wounded was the real first engagement of the Revolution, having preceded the battles of Lexington and Concord by some two months.

BELLOWS FALLS, a busy manufacturing town and railroad center, offers little to the tourist, but a few miles north, Vt. 103 will take you in two miles to ROCKINGHAM, where the MEETING HOUSE built in 1787 should be visited to see its sounding board and its well-preserved box pews.

This same Vt. 103 will take you diagonally across the state to Rutland and again into the Green Mountain National Forest district. At LUDLOW there is an auto road to the summit of OKEMO MOUNTAIN, where there are a picnic area, camping ground, and fine VIEWS of course. To the south of Ludlow lies WESTON, an old town much restored by the summer colony that has taken it over. Here you should see the FARRAR MANSUR MUSEUM, a restored inn, and the workrooms and shops of the VERMONT GUILD OF OLD TIME CRAFTS AND INDUSTRIES.

Continuing north on U. S. 5, there is little to detain you until you reach ASCUTNEY. Here a road leads to the "Saddle" on MOUNT ASCUTNEY, through the Ascutney State Forest Park. From the Saddle a further climb of 500 feet vertically (to be negotiated afoot) will bring you to the VIEWS of the summit, 3,320 feet above sea level.

WINDSOR is justly proud of its title "the Birthplace of Vermont," for here in the OLD CONSTITUTION HOUSE was adopted the first state constitution in 1777. The house is still standing on Main Street.

Here I would be inclined to desert Vermont for about ten miles and cross the river into New Hampshire to visit the exclusive summer resort of CORNISH, a scattered community, and the SAINT GAUDENS MEMORIAL. His home, his two studios, his burial place, and many examples of this great sculptor's work may be seen here.

On the stage of the TOWN HALL in little PLAINFIELD, still on the New Hampshire bank of the river, there is a backdrop painted surprisingly enough by Maxfield Parrish. A short drive of only a few miles then brings you to West Lebanon, a logical place to re-cross into Vermont unless you are continuing to Hanover and Dartmouth College.

The bridge across the Connecticut from West Lebanon takes you into WHITE RIVER JUNCTION, a busy railroad center of no interest to you. Here is the junction with U. S. 4 to Rutland.

The drive over this highway is both beautiful and packed with interest. A few miles from White River Junction the highway, which follows an old railway line, crosses the QUECHEE GORGE on a converted railway bridge 162 feet above the rushing OTTAUQUECHEE RIVER.

WOODSTOCK, seven miles further along the road, is one of the best-known resorts in Vermont. It is famous for its specimens of colonial architecture, and in three of its churches hang bells cast by Paul Revere. Here too is the splendid Woodstock Inn—a luxury hotel.

A noted point of pilgrimage from Woodstock is PLYMOUTH and the BIRTHPLACE OF CALVIN COOLIDGE. Here, in the old homestead, may be seen the room where Col. John Coolidge administered the oath of office as President of the United States to his son, and here is the President buried.

The road (U. S. 4) on into Rutland passes through scenery of charm in the mountains. It seems odd to realize that little BRIDGEWATER on the way was once the scene of a "gold rush." But gold-mining did not pay, and it was promptly dropped. The chief business of the town today is in woolens.

North of White River Junction on U. S. 5, FAIRLEE and LAKES FAIRLEE and MOREY form a popular recreation and vacation center. Fairlee is the home of Samuel Morey, who is said to have operated a successful steamboat in 1793, four-

teen years before Fulton's more spectacular exploit with the *Clermont*. The story goes that lack of support so discouraged Morey that he finally sank his boat in disgust. The Bonnie Oaks Inn, the Lake Morey Inn, and the Rutledge Inn, all averaging four to six dollars per day and up, American plan, have been recommended.

BRADFORD, on the Connecticut River, is said to be the first place in the United States where geographical globes were manufactured. It also is a pretty town, which is probably of greater interest to you. There is a monument here to Rear-Admiral Charles E. Clark, who commanded the *Oregon* when she made her dash around Cape Horn during the Spanish-American War, and who became the town's most noted native son as a result.

From WELLS RIVER, a manufacturing and railway center, I would be inclined to desert the Connecticut valley for a side trip to Barre and Montpelier, reached easily by U. S. 302. There is not much to describe on the way, except to note that beside the highway, between GROTON and ORANGE, there is a monument to the "Sleeping Sentinel," famous because he was pardoned by President Lincoln during the Civil War.

Barre

BARRE is known as the "Granite Center of the World," the quarrying of this stone being its chief industry. Certainly you should visit the plants where these stones are worked, and should also see some of the quarries, many of which are directly on the highway. The town is quite a winter-sports center, and the good Hotel Barre is open all the year.

Montpelier

MONTPELIER, the state capital, is an unusually attractive little city. Charmingly located in the WINOOSKI VALLEY, that noted beauty spot of Vermont, it was named after Montpelier,

lier, France. Apparently one "l" was lost from the name in transit to America. The STATE HOUSE was begun in 1857 from designs by Ammi B. Young, and is considered one of the finest stone buildings in the country. The material is Barre Granite. Its gilded dome, topped by Mead's highly conventional statue of Ceres, is a landmark of the city. There are interesting relics both in the building and in the annex housing the VERMONT HISTORICAL SOCIETY. Here you will see the printing press already mentioned as having been in use at Westminster (see page 202).

The WOOD ART GALLERY is also of interest, and so is the KELLOGG-HUBBARD LIBRARY. The SUPREME COURT BUILDING and ADMIRAL DEWEY'S BIRTHPLACE are local points of interest, and so is the BUILDING OF THE NATIONAL LIFE INSURANCE CO. but in a different way.

There is a splendid view from the hill in HUBBARD PARK, behind the State House.

The last time I stopped there the Montpelier Tavern (three dollars and seventy-five cents per day, American plan) struck me as being very good. I have also stopped at the Pavilion Hotel (four dollars per day and up on the American plan) and found that just as good. The Pavilion is larger.

Scenery

If you have time to devote to pure scenery, a loop drive from Montpelier through two of the valleys, known in Vermont as "GULFS," will be a delight to you. Drive seven miles west on U. S. 2 to MIDDLESEX, where there is a pretty though short gorge of the Winooski River. Turn south here on Vt. 100B to MORETOWN, and then continue on Vt. 100 through WAITSFIELD and the fine mountain scenery of WARREN to GRANVILLE GULF.

The whole gulf is included in GRANVILLE GULF STATE FOREST PARK. It is a heavily wooded area, as its name would sug-

gest. The whole drive is lovely, and an added interest is lent by a visit to MOSS GLEN FALLS, where a little stream makes a beautiful cascade from a narrow notch into a pool below.

There are attractive views, particularly of MT. CUSHMAN to the east, from HANCOCK. At ROCHESTER you will get a good view of MT. HORRID, and will learn from the name of the next hamlet, TALCVILLE, that you are in the heart of a mineral region.

STOCKBRIDGE and GAYSVILLE both suffered serious damage from the White River during the terrible floods which afflicted so much of New England in 1927. Gaysville was almost obliterated, for the river changed its course, left its old bed dry, and gouged out a new one through the town, taking away soil, trees, and houses that stood in its path.

Here you turn north again to RANDOLPH, where is located the VERMONT STATE AGRICULTURAL SCHOOL, and then through cool, tree-shaded NORTHFIELD GULF past ALLIS STATE FOREST PARK to NORTHFIELD, where Norwich University, the second-oldest military school in the country, was founded in 1820. From Northfield a ten-mile drive through Northfield Falls and Riverton brings you back to Montpelier. The entire loop, Montpelier to Montpelier, is just under a hundred miles.

The Lake District of Northern Vermont

From Montpelier, u. s. 2 will take you west into Burlington, but I would rather turn east to St. Johnsbury and the lake district of northeastern Vermont.

ST. JOHNSBURY has a much visited MUSEUM and is a center of the maple-sugar industry. The platform scale was invented at St. Johnsbury by a resident of the town, Thaddeus Fairbanks, and for long the town was the center of the scale-manufacturing industry. South of St. Johnsbury, between Barnet and Waterford, are the FIFTEEN MILES FALLS of the Connecticut and the FIFTEEN MILES FALLS DAM.

The St. Johnsbury House (European plan, a dollar and a half per day up, open all the year, is much better than its low minimum would lead one to believe).

From St. Johnsbury, u. s. 2 continues through CONCORD and LUNENBURG to Lancaster, N. H. Here again I would leave Vermont for a while, and continue north along u. s. 3 in New Hampshire, for the sake of looking back into Vermont and getting good views of Mt. Mansfield and of the hills and woods forming one of the wildest forest sections in New England. If you wish to visit the mineral springs at BRUNSWICK, Vermont, where within a few yards of each other waters of half a dozen different mineral qualities rise from the ground, you can re-cross the Connecticut at North Stratford.

MT. MONADNOCK, which you will see well north of North Stratford, rises to 3,140 feet and is one of Vermont's greatest mountains. The country around Mt. Monadnock is famous for hunting, fishing, and roughing it in the woods, but you should not venture into these forests unless you are experienced in wood-lore or are accompanied by a guide.

Re-cross the river into Vermont at CANAAN, the most north-easterly town in the state and a busy point of entry from Canada. Here Vt. 114 will take you first west, just south of the border to NORTON MILLS, and will then turn south over a road that goes up and down so many hills that it is known as the ROLLER-COASTER HIGHWAY. At SUMMIT you will get a good view of the 3,330 feet high slopes of GORE MOUNTAIN.

ISLAND POND is the name of both a lake and a village. From Island Pond, route Vt. 105 will take you to Newport.

NEWPORT is at the southern end of LAKE MEMPHREMAGOG, and if you can possibly find the time, you should stop here long enough for a sail. This great body of water, thirty miles long by four wide, is mostly in Canada. If you have not sufficient time for a sail, pause for a VIEW. Looking north



PLYMOUTH, VT.





MT. MANSFIELD, VT.



NO PLACE IS TOO SMALL TO HAVE A SCHOOL

from Newport up the lake, you will see mountain after mountain receding into the distance, with OWLS HEAD, 3,360 feet high, dominating them all.

At Newport there is a whole flock of hotels and tourist homes and camps. The largest of the hotels is the Newport, on the lake front, and convenient for the steamer up and down the lake which stops at the door. It is European plan, quoting rates as low as one-fifty per day. A rather unique place to stop is the Pine Bluff Lodge. This is on the American plan, with a minimum of four dollars per day. There are many others. Reservations should be made in advance, at any of them.

As things to do and things to buy are so generally the same over the state, I have concentrated these notes at the end of the next chapter.

*A region packed with
the history of the past—
and the beauty of today—*

21

Western Vermont and the Shores of Lake Champlain

SOMEHOW YOUR TRIP must be arranged to enter or leave Vermont over u. s. 7 between Williamstown, Mass., and Bennington, Vermont. This broad highway, here constructed along the edge of the southwestern slopes of the Green Mountains, presents view after view across the valleys to the west. It is one of the loveliest stretches of mountain

highway in New England, and leads through POWNAL past MT. ANTHONY into one of Vermont's most interesting towns.

Bennington

BENNINGTON and OLD BENNINGTON (the same town, but Bennington is in the valley and Old Bennington is on the hill around the Battle Monument) invite a stay. Here is the most historic town in Vermont. Here at the Catamount Tavern in May 1775 was planned the capture of Fort Ticonderoga, and here in 1777 the Americans won the battle of Bennington, that engagement which had so decisive an effect on the final outcome of the Revolutionary War.

The highest BATTLE MONUMENT in the world has been built to commemorate it, in the shape of an obelisk of Vermont Granite that towers 301 feet into the air. The BENNINGTON MUSEUM has not only many relics of the Revolutionary days but also a special treasure in the Bennington Battle Flag, the oldest flag carried in battle by American troops which is still preserved and on view.

There are historical markers almost everywhere, but rather than direct you to the sites of places long since gone, I prefer to mention things which are still preserved. There is the PARSON DEWEY HOUSE, built in 1763 and the oldest house still standing in Vermont. Houses in Vermont do not run as old as in other sections of New England, for at the time that the coast was a flourishing section, Vermont was still a frontier. But they are none the less interesting for all that, and some are elaborate and beautiful, as the 150-year-old GENERAL DAVID ROBINSON HOUSE will prove to you.

The FIRST CONGREGATIONAL CHURCH (1805) is one of the purest samples of colonial architecture in the state, and the WALLOOMSAC INN prides itself on never having closed its doors since it was first opened in 1764.

On the modern side are the VERMONT SOLDIERS' HOME,

where a fountain throws a single natural jet 196 feet into the air, and the BENNINGTON COLLEGE FOR GIRLS, noted for its bold educational experimentation.

And if you want scenery, the views over the valley from the base of the monument are almost as fine as those which you will reach by climbing the monument itself.

If you wish to stop over, the Walloomsac Inn will give you historical interest, plus good food and accommodation, plus an extended view (American plan, five dollars per day and up). An equally fine view and superlative food can be enjoyed at the Monument Inn next to the Battle Monument. The Overlea Inn near the College features meals outdoors under the trees. There are many other good stopping-places.

Manchester

MANCHESTER is very much Vermont dressed up in a sports coat. It is by far the smartest of the state's resorts, with the kind of life which that statement implies. The white marble sidewalks seen in the town are not a symbol of luxury, though, but a notification that you are now approaching that part of Vermont where marble is a common stone.

Needless to say, the location of Manchester is exquisite. The village nestles almost at the foot of Mt. Equinox, rising majestically 3,816 feet above sea level, and MT. AEOLUS, MT. DORSET, and MT. BROMLEY are near by. With its golf courses, bridle paths, and ski trails, it is a famous resort for sports both winter and summer.

There are many hotels, some highly elaborate. The Equinox (ten dollars per day and up), the WORTHY INN (five dollars per day and up), the Orvis Inn (four-fifty per day and up), and the Manchester Inn (four per day and up), all on the American plan, have been recommended to me. There are many other good hotels and numerous tourist homes and camps.

Some people recommend leaving U. S. 7 at Manchester and then proceeding north over Vt. 30. It is a beautiful way to go, but here is a place where I would stick to the main line, not because I want to be on a paved and much traveled road but because I honestly believe it to be more interesting. However, I would detour on Vt. 30 at least as far as DORSET, adopted by many artists as their home on account of the beauty of the surrounding country.

On route 7 itself you will be interested in DANBY. The town has two important products: marble, which is quarried from the hillsides, and ferns, which are picked from the same hills and then put in cold storage to supply florists far away. MT. TABOR, towering over the town to the east, reaches a height of 3,584 feet.

The ICE BEDS, that curious deposit of underground ice at WALLINGFORD, are bound to interest you, and ELFIN LAKE near by is a spot of great beauty. A little further on, CLARENDON CAVE, at CLARENDON, is another curiosity of local renown but interesting only if you have not seen really large caves elsewhere.

Rutland

RUTLAND is an attractive modern city with good shops, eating-places, and hotels. It is called the "Marble City" because of the numerous quarries in the vicinity. Although there are no outstanding sights in the town itself to detain you, you should drive four miles along U. S. 4 to West Rutland to see the deepest marble quarry in the world, and then four miles north from Center Rutland to PROCTOR, where there is an extraordinary MARBLE EXHIBIT.

The Crestwood is the most expensive hotel, quoting two dollars single and three dollars double on the European plan. The Bardwell and the Berwick each quote rates from one-fifty per day up, and the 100-year-old Brock quotes rates of

a dollar per day up, all three hotels on the European plan.

The Pine Room at the Berwick is decorated in colonial style with murals illustrating Vermont history, and the Old Tavern restaurant features local foods.

Lakes Bomoseen and Dunmore

From Rutland, u. s. 4 leads to New York State and White-hall, at the extreme southern end of Lake Champlain, past the favorite resort of LAKE BOMOSEEN. To the east the same u. s. 4 will lead you near Plymouth (see page 204) or by way of Vt. 100 to Gaysville and the route to Montpelier described on page 207.

But continuing north on u. s. 7, a drive of sixteen miles will bring you to BRANDON, another little city with marble sidewalks. It is a pretty town, attracts many summer visitors, is the birthplace of Stephen A. Douglas who rose to fame because Lincoln outdebated him, and has no important sights.

The Brandon Inn (four dollars and a half per day, American plan) is an outstanding Vermont hotel.

At Brandon I would leave u. s. 7 for a few miles to see one of the most charming bits of scenery in all New England. Vt. 115 will take you northeast to FORESTDALE, where a left turn north onto Vt. 53 will take you past LAKE DUNMORE. This lovely little body of water is only some three miles long by a mile wide, but rejoices in beauty all out of proportion to its size. Some people say that it looks like a Scottish loch. I say that it looks like a Vermont lake, and doesn't have to copy anything elsewhere in the world to be a gem.

After passing Lake Dunmore, Vt. 53 will lead you back into u. s. 7, where your next point of interest to the north will be the college town of MIDDLEBURY. Not only is MIDDLEBURY COLLEGE interesting, but at the SHELDON ART MUSEUM, among more conventional things, is to be seen a restoration of an early nineteenth-century student's room.

There is a grand view from the forest service lookout on Chipman Hill.

Lake Champlain

From Middlebury there is a good route into the Adirondacks of New York over the Champlain Bridge, connecting CHIMNEY POINT, Vermont, with Crown Point, New York. Chimney Point, founded in 1731, is one of the oldest of the Vermont settlements. There is a fine view of Lake Champlain from SNAKE MOUNTAIN, and the views up and down the lake from the bridge are so splendid that they are worth the detour and the two-way toll, whether you expect to continue your drive into New York State or not.

North of Middlebury at WEYBRIDGE is the farm where the United States Army breeds the famous "Morgan" strain of horses, and there is a summer school for writers at BREAD LOAF, nine miles east. It is conducted by Middlebury College.

Although VERGENNES is one of the smallest cities in the country, it is also one of the oldest, having been incorporated in 1788. Here, during the war of 1812, MacDonough built on the banks of OTTER CREEK the fleet which operated so successfully on Lake Champlain.

From Vergennes north to Burlington, U. S. 7 is near the lake. LAKE CHAMPLAIN, that huge body of water that separates Vermont and New York for much of their boundary, stretches from Whitehall on the south 125 miles to the Canadian border on the north. Once a busy water highway, the development of rail travel has reduced it to a pleasure lake where, except for a few ferries, business craft are rare indeed. Scenically it is almost incomparable, particularly from the Vermont side, where as you drive along the lake you have the serrated peaks of the Adirondacks as a background for most of its length. The SUNSETS OVER LAKE CHAMPLAIN are said to be of a grandeur hardly seen elsewhere—and, having

had the great fortune to watch a few of them, I believe it.

A good place (among many others) to see one of these sunsets is from the observation tower in MT. PHILo STATE FOREST PARK in Charlotte. As this district is noted for its apples, it is particularly attractive in the spring. Whether you can be there at sunset or not, the view from the observation tower will more than repay you for the climb.

In SHELBURNE HARBOR there is a mute reminder that a century and a quarter ago this was far from being the peaceful place it is today, for here is the hulk of the old "Philadelphia," sunk by the British in one of those battles that red-stained the waters of Lake Champlain in the War of 1812.

Burlington

BURLINGTON is the home port of the Champlain Transportation Company, which prides itself on being one of the oldest steamship lines in the world. Today it is not only an attractive and modern little city, but has many things of interest tucked away in various corners.

The University of Vermont is located here, and a recitation building of the University, called THE OLD MILL from its tower, boasts a cornerstone laid by Lafayette in 1825. The finest existing collection of Vermont Indian Relics is housed in the University's FLEMING MUSEUM, and you will be interested in the IRA ALLEN CHAPEL and the BILLINGS LIBRARY. Ira was a brother of the more noted Ethan Allen, and ETHAN ALLEN'S GRAVE is in the GREEN MOUNTAIN CEMETERY, east of the University. From ETHAN ALLEN PARK, once a part of the patriot's farm, there are extended views of Lake Champlain, but so there are from the University, and from BATTERY PARK, where some four thousand men were encamped during the War of 1812.

ST. JOSEPH'S CHURCH has a peculiar weather-vane representing the denial by Saint Peter, and QUEEN CITY PARK was

once a camp ground and meeting ground of the Spiritualist cult. But now there are only a few meetings in August in this park once haunted by mediums from all over the world.

There are many good hotels in and around Burlington. In town itself facing City Hall park and overlooking Lake Champlain is the Hotel Vermont. Roof garden, sun decks, and so on. Then about two miles out of town to the south is the semi-bungalow-type Allenwood Inn, standing in its own 300-acre grounds with its private lake front. Decidedly of the luxury type, although not very large (seven dollars per person per day, American plan). Four miles south of Burlington is Champlain Park, a cabin development where each cabin has a private bath. For meals I have heard the Golden Pheasant Tea Room well recommended.

Stowe and Mt. Mansfield

Although on your way north you could detour through Stowe and around Mt. Mansfield, you will miss the equally interesting route north over the islands of Lake Champlain if you do so. I would therefore recommend that you make a loop trip from Burlington to Burlington, thus seeing both.

U. S. 2 will take you southwest through CAMEL'S HUMP STATE FOREST to WATERBURY. Here is the largest earthen flood-control dam in the country, and near by is the CAMEL'S HUMP, or, as the early French settlers more romantically called it, the "Lion Couchant." Whatever you name it, it's a grand mountain towering 4,083 feet above sea level.

At Waterbury, turn north on Vt. 100 to STOWE, beloved of winter-sports enthusiasts, where enough snow for winter sports can usually be found even though less-favored resorts are bare. The Green Mountain Inn is open the year round. "Rates on application."

From Stowe a toll road leads to the SUMMIT OF MT. MANSFIELD, 4,393 feet high, the highest point in Vermont. The

road is safe for any reasonably cautious driver. The crest of the mountain, which is several miles long, is said to resemble a face, the highest point being the chin. It takes a lot of imagination!

The Mount Mansfield Hotel on the summit is on the LONG TRAIL. This footpath along the summits and heights of the Green Mountains stretches all the way from the Canadian border south to Massachusetts, and is famous among hikers. It is well marked, and equipped with many shelters.

Besides the extended VIEWS from the summit, you will enjoy seeing the LAKE OF THE CLOUDS, the ROCK OF TERROR, and the CAVE OF THE WINDS on the mountain's slopes.

From Stowe, Vt. 108 guides you through SMUGGLER'S NOTCH. This defile through the mountains, with its cliffs rising a thousand feet on either side, is one of the most dramatic bits of scenery in eastern America. Near BINGHAM FALLS is a public picnic area.

At JEFFERSONVILLE you will be in the LAMOILLE VALLEY. From CAMBRIDGE, two miles to the west of Jeffersonville, Vt. 15 will lead you back to Burlington through UNDERHILL, whence there are splendid VIEWS of Mt. Mansfield.

The Islands of Lake Champlain

Although u. s. 7 leads directly north from Burlington to St. Albans, I would go "the long way" via u. s. 2 if time permitted me to do so, for this would take me over the more interesting road running the length of the islands and the peninsula that stretch from Canada down into Lake Champlain. These islands and the tongue of land are known generally as GRAND ISLE COUNTY.

u. s. 2 and 7 follow the same route past the resort of MALLETT'S BAY, visited by thousands annually for the amusements, and then u. s. 2 branches off to the left for SAND BAR BRIDGE. Just before reaching the bridge you will pass a GAME REFUGE

for migratory birds. Sand Bar Bridge is mostly a fill built on the old sand-bar, water-covered in the spring, which once was the chief means of communication by wagon between the mainland and SOUTH HERO ISLAND. This island and North Hero Island are named, it is said, in honor of the heroes Ethan and Ira Allen.

The GREAT BACK BAY between the islands and the Vermont mainland is a famous fishing-place. The whole district is a great summer playground, and the drive, with its views of the Green Mountains to the east and of the Adirondacks to the west, is one of supreme beauty. There are only a few sights to distract you. A CORAL REEF, said to be the oldest in the world and known to be over a mile long, can be detected in the fields, and you might like to visit ISLE LA MOTTE, where the first white settlement in the state was founded. It was not permanent. On the site of FORT STE. ANNE, Jesuit priests celebrated the first Mass in Vermont. The shrine of St. Ann is delightfully placed in a grove.

But what sights there are must inevitably yield precedence to the scenery, and here is one place where I would forget all conventional sightseeing and enjoy a leisurely drive.

From ALBURG (interesting old STONE HOUSE, built in 1823) a bridge leads to Rouses Point in New York State. Vt. 104 swings off to the right, crosses the entrance to Missiquoi Bay, and at SWANTON leads into U. S. 7, which will in turn take you to ST. ALBANS.

This town suffered a Confederate raid during the Civil War when on October 19, 1864, a party raided the town, killed a man, and escaped into Canada with about \$200,000 looted from the banks. Today the town is famous—among other things—for its sunsets, best seen from BELLEVUE HILL, where you can also enjoy a view of the Green Mountains and the Champlain Valley. They tell me that on a very clear day you can also see Mt. Royal in Montreal.

There are many tourist homes and camps in the vicinity and several hotels, of which the Tavern, opposite Taylor Park (European plan—two dollars up per day), is the best-known.

From St. Albans there are two good routes to Newport (see page 208), where you can link up with the Connecticut valley route described in the preceding chapter. One follows Vt. 105 straight through, swinging north into Canada for a few miles between East Richford and North Troy. The other, which is the one that I would take, follows Vt. 105 as far as EAST BERKSHIRE. Here swing to the right on Vt. 118 to MONTGOMERY CENTER, and then pick up Vt. 58 through HAZENS NOTCH to LOWELL. The mountain scenery of wild beauty is dominated by the 3,861-foot height of JAY'S PEAK.

From Lowell, Vt. 100 will take you north to Newport and Lake Memphremagog.

What to Do in Vermont

There are summer theatres at Bennington (Bennington Stock Company), Brattleboro (Brattleboro Theatre), Montpelier (Campus Theater), and Weston (Weston Playhouse).

HIKING is one of the great sports. In addition to the Long Trail there are many shorter trails to spots of great beauty.

There are many GOLF COURSES. An invaluable booklet for the golfer is *Golf in Vermont*, which will be sent you on request by the Department of Conservation and Development, Montpelier, Vermont. In addition to the numerous nine-hole courses, there are courses of eighteen holes at Burlington, Fairlee, Manchester (two), Rutland, and Woodstock.

WINTER SPORTS are possible almost everywhere, although points well north, like Stowe, usually have the best snow conditions. A list of points in Vermont where there are either ski jumps or ski tows will be found on pages 269 and 270 in the appendix.

Although Vermont is the only New England state with no ocean frontage, SAILING is a popular sport, particularly on the larger lakes and on Lake Champlain. CANOEING is enjoyed on many a stream.

HUNTING and FISHING are of the best. Besides game birds, hunters can find targets ranging from bear to rabbits. The fisherman has an equally wide choice. The Fish and Game Service, Montpelier, Vermont, will supply a booklet giving license regulations and listing the best hunting and fishing grounds.

There are many bridle paths and small "dirt" roads which make HORSEBACK RIDING a delight.

And then, best of all, there is my own favorite form of inactivity, which is to SIT UNDER A TREE AND LOOK AT A VIEW.

What to Buy in Vermont

ANTIQUES are not quite so common as in other New England states, perhaps because Vermont was the last to be settled. Of course, this may only be my imagination, but I distinctly recollect having driven as many as ten miles in a row without passing either an Antique Shop or a Shoppe.

Vermont is the MAPLE SUGAR STATE, and a delightful albeit impermanent souvenir is a gallon of fresh maple syrup, or a pound or so of maple sugar. Cary's Maple Cabin in St. Johnsbury, in the heart of the maple region, is next door to the world's largest maple-sugar factory.

ARTS AND CRAFTS—or rather HOME CRAFTS—are having a renaissance under the guidance of the Vermont Guild of Old Time Crafts and Industries, with headquarters in Weston.

And of course there is the usual junk on display at the usual souvenir stands.

The luxury shops of Manchester and Woodstock, in and around the hotels, can almost be guaranteed to lure you into bankruptcy.

For reference purposes—

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A Few Statistics and a Little History of Vermont

AREA 9,564 square miles.

POPULATION (1930) 382,000.

CAPITAL Montpelier, population 7,837.

BOUNDARIES Canada (Province of Quebec) on the north; low-water mark of the west bank of the Connecticut River (New Hamp-

shire) on the east; Massachusetts on the south; New York and Lake Champlain on the west.

GOVERNMENT A General Assembly of two houses, the Senate having 30 members and the House of Representatives 248.

CLIMATE The winters are long and severe, with much snow. The summers are cool and fine. The mean annual temperature is 40 degrees Fahrenheit in the eastern part of the state, and 47 degrees in the western.

NICKNAME The Green Mountain State.

RAINFALL About 37.5 inches annually.

LARGEST CITY—Burlington, population 24,789.

RANK AMONG THE STATES IN AREA—42nd.

RANK AMONG THE STATES IN POPULATION—45th.

DENSITY OF POPULATION PER SQUARE MILE—39.4.

CITIES OVER TEN THOUSAND IN POPULATION—3.

A Little History

1609	Champlain enters the lake which now bears his name. So far as is known, he thus became the first white man ever to see Vermont.
1724	The first English settlement is established at Fort Dummer, now Brattleboro.
1749	At this time Vermont is part of the New Hampshire grant, and New Hampshire is bitterly squabbling with New York over her western boundary.
1760	The British capture of Canada encourages immigration.
1764	New York and New Hampshire settle their dispute by making the west bank of the Connecticut River the boundary line. New York thus assumes title to what is now Vermont—and Vermont in her turn vigorously disagrees.

1770 The dispute with New York becomes so serious that Ethan Allen forms a militia organization known as the "Green Mountain Boys."

1776 A convention is held to establish self-government.

1777 The declarations of the convention are adopted, and a new state is formed as "New Connecticut," which rather clumsy name was dropped almost at once in favor of Vermont. In July of the same year the state constitution was adopted at Windsor. It was the first in the United States to grant full manhood suffrage, and to abolish slavery.

1778 The new state government is set up.

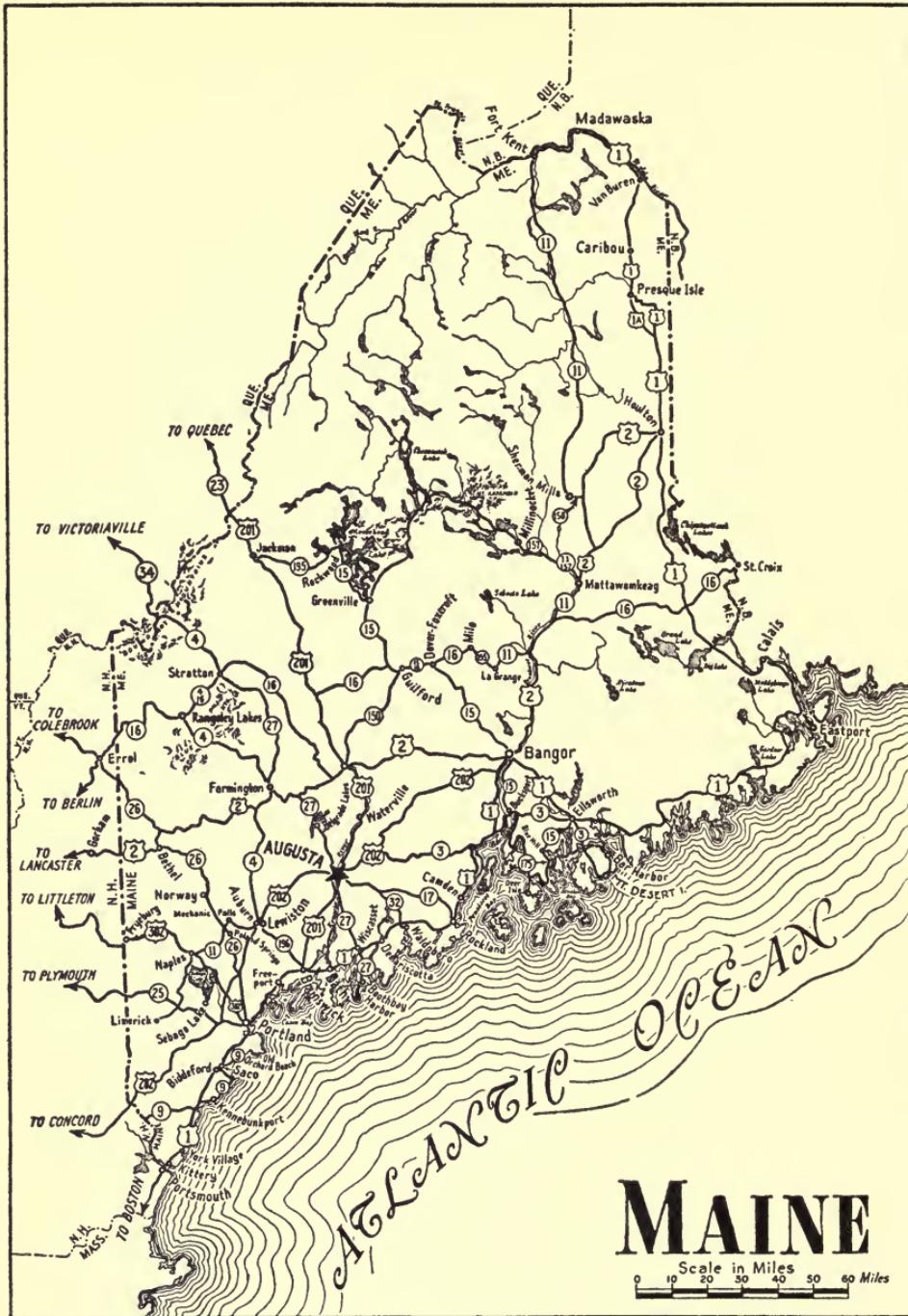
1790 New York acknowledges the sovereignty of the Vermont state government.

1791 Vermont is the first state admitted to the Union after the original thirteen.

1808 After years of wandering from town to town, the capital is finally established at Montpelier.

Part Seven

MAINE



*Through one of the greatest summer
playgrounds on the American coast—*

23

The Southern Coast Resorts and Portland

THE TRAVELER BY RAIL will of necessity go to Maine over the tracks of the Boston & Maine Railroad if, as most do, he is entering the state from Boston or the south. There are excellent connections to all Maine points from Boston itself, and through-car connections from New York and points south and west of New York. The Boston & Maine operates along the coast as

far north as Portland, whence the Maine Central Railroad picks up the through trains and takes them to Bangor and points farther north.

The Bangor & Aroostook Railroad runs, as its name suggests, from Bangor back into the Aroostook Valley, and to some of the hunting and fishing districts of the interior. Northern Maine is crossed by the tracks of the Canadian Pacific Railway and of the Canadian National.

There are, of course, many bus services into and through Maine, notably those of the Boston & Maine Transportation Company and of the Greyhound and associated lines. Bus travel in Maine should be seriously considered, as from the highways it gives you the opportunity at least to glimpse many interesting things en route.

The Eastern Steamship Lines operate a direct weekly service from New York to Portland in the summertime, leaving New York every Thursday at noon from the middle of June to the end of August and arriving in Portland on Fridays at 6:30 A.M. Returning, the steamers leave Portland on Fridays at 2:30 P.M., arriving in New York Saturdays at 9:00 A.M.

The ideal way to travel in Maine is, of course, by your own car. The main road into the country from the south is U. S. 1, which follows the coast. If a New Englander speaks of going to Maine, he speaks of "going down east," and if you will glance at the map you will see that while Maine is north of Boston, there is not a foot of it which is not east of Boston as well. Consequently, as U. S. 1 runs more and more to the east on its way, numerous northbound connecting roads will take the traveler from it into almost any section of Maine that he wishes to reach. The road runs through one long series of summer resorts stretching from Boston almost to the Canadian border.

After crossing the bridge over the Piscataqua from New Hampshire, the first town reached in Maine is KITTERY, the

real home of the Portsmouth Navy Yard and already mentioned under the description of Portsmouth (see page 171). Nothing annoys the inhabitant of Kittery more than to have a visitor speak of the "Portsmouth Navy Yard" instead of the "United States Navy Yard." He may have good reason, for Kittery has a long naval tradition. It is said to be the town where the *Ranger* was built, afterwards to be commanded by John Paul Jones, and to become the first ship to fly the American flag.

YORK VILLAGE claims to be the first chartered city in America, a claim disputed by others. It was founded in 1641 and was originally called Gorgeanna after Sir Ferdinando Gorges who founded it, but when in 1652 the Massachusetts Bay Colony took over the government of all Maine, the name was changed to York and has remained York ever since.

About a mile from the village on the beach is super-fashionable YORK HARBOR. An easy way to reach York Harbor and to have a more beautiful drive than you will get by following U. S. 1 itself is to turn right at Kittery and follow Maine 1. This will take you through York Harbor and YORK BEACH before rejoining U. S. 1. Either York Harbor or York Beach is famous, and it's hard to say at which one you will most enjoy stopping. Each, of course, has its devotees. At York Harbor there is the Marshall House and the smaller Emerson and Harmon Halls. At York Beach you also have your choice of many hotels, Young's and the Ocean House both being directly on the ocean. There is, of course, golf at the York Country Club and good deep-sea fishing off-shore, particularly for tuna.

When Maine 1 has rejoined U. S. 1, both will lead you in short order to OCONQUIT. This is not only a famous beach resort, but also a famous artists' colony. They are very proud of BALD HEAD CLIFF and PULPIT ROCK, both particularly beautiful on days of heavy surf. There are frequent exhibitions

of the local art at the Art Center. Here again there are numerous hotels, one of the most famous being the Lookout on the ocean itself and the Riverside on the shores of Perkins Cove. The Ontio, while smaller than the Lookout, quotes the same rates—five dollars a day and up, American plan. Sparhawk Hall is another famous beach hotel at Ogunquit. Naturally there is every feature of resort life, including golf, tennis, swimming (the water is cold to the person who is not used to the chill of Maine waters) and tuna fishing off-shore, as at York Harbor and York Beach. There is a good summer playhouse at Ogunquit. Barbara Dean's and the Whistling Oyster have both been recommended for food.

WELLS is a pleasant little New England town which need not detain you long. After Wells I would again detour, this time on Maine 9 to the right and pass through KENNEBUNK BEACH and KENNEBUNKPORT. Kennebunk Beach is the birthplace of Kenneth Roberts, and Booth Tarkington makes Kennebunkport his summer home.

The best-known hotels at Kennebunk Beach are the Narragansett, the Bass Rock, and the Atlantis, and at Kennebunkport the Nonantum, Breakwater Court, the Arundel, and the Glen Haven. Libby's House at Kennebunk is not cheap, but the lobster is famous. Less expensive and also good is the Hitching Post at Kennebunkport. CAPE PORPOISE is a place where the ocean and the rocks make charming scenery, and BIDDEFORD POOL is another cottage and hotel resort.

The twin cities of BIDDEFORD and SACO are devoted largely to manufacturing, particularly cotton cloth. It is said that about two million yards of cloth each week are produced by the mills of these towns. Pillsbury's, at Pine Point on the shore near Saco, is famous for home cooking.

Another right turn at Saco (onto Maine 9 again) will take you to OLD ORCHARD BEACH. This beach is about 14 miles long and, like Hampton Beach, is much more of the amuse-

ment park type than the others I have mentioned. However, the beach is so big that it's quite possible to get away from the roller coasters if you wish to. The local publicity department claims that the "waters are bluer and the white, clean sands are firmer than anywhere else along the Atlantic seaboard." It sounds like a rather sweeping statement, but on a clear day the waters *are* startlingly blue and the white sand *is* very nice and firm. The waters seem to me to be warmer at Old Orchard than at some of the other resorts along the coast. There are many good hotels such as the Brunswick, the Batchelder, and a dozen others. Other well-known resorts along this strip of coast are PROUT'S NECK, SCARBOROUGH, and SCARBOROUGH BEACH.

Eight miles before you get to Portland you will be surprised to see a reproduction of an old DANISH VILLAGE carefully built in the state of Maine on a modern American highway.

It is in reality a tourist camp, and a quite famous one. If you want to stop overnight in unique surroundings, it might be well to telephone ahead to the Danish Village in Scarborough to make sure that you can get in. In any case, whether you stop or not, I would advise you to pause long enough to look at it.

PORLAND is a really beautiful city of about 75,000 people. It has two very famous streets: the EASTERN PROMENADE overlooking Casco Bay, and the WESTERN PROMENADE whence on a clear day it is possible to see the White Mountains in New Hampshire sixty miles away. There are many things to see there besides these two streets. You will wish to see the BIRTHPLACE of the poet LONGFELLOW at 487 Congress Street, and you will find a surprisingly interesting collection of the fauna and flora of Maine in the Portland MUSEUM OF NATURAL HISTORY. There is also a good collection in the L. D. M. SWEAT MEMORIAL ART MUSEUM. It's open on week days, except Monday, from ten to four, and on Sundays from one

to five. The CITY HALL has a fine auditorium where in the summertime ORGAN CONCERTS are given on the municipal organ presented to the city by the late Cyrus H. K. Curtis, who was a native of Portland.

There are several good hotels in town, of which the Eastland is the largest and most modern. The Congress Square, under the same management, is an older building and, of course, less expensive. The Lafayette is generally considered to be next in rank to the Eastland, and those who wish to be a little economical will get good accommodations at a low rate at the Falmouth.

CAPE ELIZABETH is a favorite resort and suburb combined. This cape is covered with the estates of some of the older families of the city. Near South Portland is Fort Preble, and near-by Fort Williams surrounds Portland Head Light, which was ordered constructed by George Washington in 1791.

But the feature of sightseeing in the vicinity of Portland is a steamer trip on CASCO BAY. There is a regular one from Portland of some forty-four miles which stops at nine islands. There is no lovelier scenery anywhere than you will find along the waters of Casco Bay, although it would be deadly tedious were I to describe this series of rocks and pines and blue waters and white sands. All I can do is advise you to go and see for yourself and prove to your own satisfaction the truth of the statement.

Portland is a city which supplies every amenity of resort life. There is BATHING in Casco Bay and at South Portland. There is GOLF on the municipal golf course. There is BOWLING on the green, and plenty of chances for SAILING and tuna and other DEEP-SEA FISHING.

Yachts, potatoes, and virgin forest—

24

*Bangor, Bar Harbor, and
North to Canada*

*N*ORTH FROM PORTLAND, U. S. I leads along the shores of Casco Bay. YARMOUTH, on one of the deep coves of the bay, was famous at one time as a ship-building center.

On the way from Yarmouth to Freeport is the DESERT OF MAINE. This is a most peculiar place where about fifty years ago a fertile stretch of country began converting itself into a

miniature Sahara. Now there are more than two hundred acres included in the desert, which is still growing every year. Shifting sands are engulfing the grasses and the bushes, and even the trees and buildings. It's rather surprising, in the middle of this fertile country, to walk up to a sand dune and see what seems to be a bush, and find it's the top of a once high tree. It is one of those things that must not be missed on your trip through.

FREEPORT itself is sometimes called the "Birthplace of Maine." It is firmly believed locally that in Freeport were signed the papers which at last separated Maine from Massachusetts, although it's only fair to tell you that many historians dispute the statement. The ruins of the so-called CASCO CASTLE near by are recommended as a sight by some people, although I never found them very interesting.

BRUNSWICK is the seat of BOWDOIN COLLEGE, and, of course, is everything that a college town should be and look like. Among the famous people who graduated there were Nathaniel Hawthorne and Admiral Peary. Longfellow and President Franklin Pierce also spent student days under the elms of the town. Here also was written *Uncle Tom's Cabin*, for at the time Harriet Beecher Stowe wrote her famous novel she was the wife of a professor at Bowdoin College. The oldest of the college dormitories is MAINE HALL, built one hundred years ago. A roster of its roomers would almost be a list of the great names of the state of Maine.

(From Brunswick, Maine 196 will take you inland to the twin cities of AUBURN and LEWISTON. Almost purely manufacturing cities, there is little in either one to attract the tourist, although commercially they are both important places.)

Between Brunswick and Bath you will run out of the Casco Bay region and into the KENNEBEC RIVER REGION. BATH, on

the Kennebec, is still an important ship-building center. The DAVENPORT MEMORIAL MUSEUM has some very interesting original models from which were constructed many of the famous merchantmen and vessels launched from Maine shipyards, a collection which is doubly fascinating because these were not display models but *working* models of the ships. The same museum also has a collection of paintings of ships.

One of the most beautiful towns in Maine is WISCASSET. This once prosperous seaport has now become a famous residential town, a number of its old homes having been bought by artists and writers. Particularly fine of their kind are the ABIEL WOOD HOUSE, built in 1812, and the NICKELS-SORTWELL HOUSE, built in 1807-08. The COUNTY COURTHOUSE, standing on the COMMON, was built in 1824 and is said to be the oldest building in which court is still held in Maine. Daniel Webster spouted here at many a trial in those days when turgid oratory was so much admired in the young republic. Then there is a house called the TUCKER MANSION, built in 1807 and claimed to be a copy of a castle in Scotland (now an inn); and in NORTH EDGECOMBE near by, a local legend says that one Captain Clough prepared a house for Marie Antoinette when she hoped to escape to America. The chief proof of this legend is the fact that to this day it is called the MARIE ANTOINETTE HOUSE. Far more interesting is the BLOCKHOUSE built of square timbers and called Fort Edgecombe which stands less than a thousand yards from the main road. It was built in 1808.

Few people who have heard of Maine have failed to hear of BOOTHBAY HARBOR. Here is one of the most charming resorts along the entire Atlantic coast. It's more the kind of place to spend the summer than it is a place just to visit. It's a famous art colony and has a summer playhouse. There is always an exhibition of paintings at the COMMONWEALTH ART

COLONY here, and just west of the village is a United States fish hatchery and aquarium. At EAST BOOTHBAY is the old HODGTON TIDE MILL. Although more than a hundred years old, this mill is still in working order and is still used for sawing lumber.

There is a most peculiar sight at DAMARISCOTTA. Here apparently the Indians spent several centuries eating oysters and clams. The result has been a kitchen midden of such huge extent that the heaps of oyster and clam shells form a cliff from six to twenty-five feet above the water at high tide.

CHRISTMAS COVE near by is said to have been named by Captain John Smith when he landed here on Christmas Day in 1614. It is on the south end of Rutherford Island and is a place that must be visited for its beauty, even though, like myself, you may be completely indifferent as to who named it. PEMAQID BEACH is another of those things which must not be missed. Here there is a reproduction of the tower of FORT WILLIAM HENRY. The original fort was constructed in 1692 and its rocky foundation remains today. Local legends swear that the neighborhood around the old fort is haunted by ghosts. Nine miles out at sea is MONHEGAN ISLAND, reputed to have once been a stopping-place for visiting Norsemen. Whether or not the legends be true, it has been acclaimed by many an artist for its beauty.

If you are willing to miss Damariscotta, which would be a pity, you might turn inland on Maine 27 to AUGUSTA. The capital of Maine is a pleasant little city with a simple and dignified state capitol of Bulfinch architecture. Here again there is a STATE MUSEUM with interesting exhibits of Maine fauna and some tanks of live fish, a really beautiful CAPITOL PARK, a simple and dignified EXECUTIVE MANSION which was once the home of James G. Blaine, and above all, FORT WESTERN. This old fort, with its blockhouses and stockades built in 1754, now contains one of the finest collections of historical

museum pieces that you could possibly want. From Augusta you can return to the coast by Maine 17 and 32, which will bring you back to U. S. 1 at Waldoboro, another fishing-town which has become a popular summer center.

About 17 miles from Waldoboro is the favorite seaside resort of ROCKLAND, which is almost a metropolis of the Penobscot Bay region. The great SamOset on Rockland Breakwater boasts that it is New England's finest seashore hotel, and while I can think of a couple more which might be inclined to argue that point, it certainly is a beautiful one. Its rates begin at six dollars a day, American plan.

There is good fishing and, of course, good sailing on the waters of Penobscot Bay. A short distance from the town is the MEGUNTICOOK RANGE. There are magnificent views from these hills over Penobscot Bay and out over the Atlantic Ocean to the west, and to the east over a panorama of forest, stream, and lake. CAMDEN, up the bay from Rockland and almost at the foot of the Megunticook Range, is another well-known summer resort very popular with artists, and the region is becoming a noted winter resort as well. The CAMDEN HILLS NATIONAL PARK is famous scenically. I have heard good reports of the meals at the Green Gables Inn.

If you have time for a sail on the waters of PENOBCOT BAY, you'll be rewarded with a view of some of the islands, such as NORTH HAVEN, a fashionable estate colony; VINALHAVEN, where they quarried the granite monoliths, each fifty feet long, for the Cathedral of St. John the Divine in New York; and DEER ISLE, about twelve miles long. ISLESBORO is another favorite Penobscot Bay resort. Farther out to sea is ISLE AU HAUT, where life is refreshingly simple. It has an evil reputation among sailors, as the waters around it have been the scene of many shipwrecks.

U. S. 1 continues along the waters of Penobscot Bay to BELFAST. Here are a couple of old houses which you should

make it a point to see. Both the **BLAIZDELL HOUSE** and the **BEN FIELD HOUSE** on High Street are famous among architects. **STEPHENSON'S TAVERN** at **SEARSPORT** is one of the local sights on account of its weather-beaten signboard and the well sweep in its front yard. In the **PENOBCOT MARINE MUSEUM** are very interesting exhibits of ship paintings, ship models, and other marine objects recalling the days when the Penobscot River and Searsport were mighty names in the shipping world.

From **STOCKTON SPRINGS**, Maine 3 will take you to the Waldo-Hancock Bridge across the mouth of the Penobscot River to Bucksport and, by eliminating the drive up the river to Bangor and back to Ellsworth, will shorten your journey to the north by many miles. The bad feature of this route is that you will miss the delightful scenery of the Penobscot River on the way between Prospect and Bangor.

BANGOR lies twenty-three miles up the river from the bay. The great days of the city were during the lumber period of early Maine, and some of the finest houses in the city were built by those old barons who engaged in the lumber trade. There is an interesting statue by Charles Teft on Harlow Street which represents three lumbermen equipped with their peavies and hooks busily breaking a log jam. If you want to see the kind of house in which these old lumbermen lived, the **SAMUEL VEAZIE HOUSE** will furnish a typical example. Bulfinch is supposed to have provided the design for the **BOU-TELLE HOUSE** at 175 Broadway. The **BANGOR SALMON POOL** is located near the **GROTTO CASCADE PARK**. Every year the first fish taken from this pool is sent to Washington as a gift to the President of the United States.

There are good hotels in Bangor, of which probably the best-known is the old, established Bangor House. The Penobscot Exchange Hotel is also good, boasting all outside rooms and all with bath.

You can go from Bangor direct to Ellsworth by u. s. 1, but if time permits, I would prefer to turn back down the Penobscot on Maine 15 to BUCKSPORT. There really isn't very much to see in Bucksport except the JED PROUTY TAVERN, which was once a stage-coach halt. The chief reason for going this way is to get the delightful scenery along the Penobscot River and to continue from Bucksport over route 175 toward Castine, Deer Isle, and back along the coast to Ellsworth through BLUE HILL. Again, they are merely pleasant little resort towns, but the scenery along the way is lovely.

CASTINE has had a very eventful history, and on account of its commanding position at the mouth of the Penobscot, it was fought over for years in the wars between the English and French. Old FORT MADISON and old FORT GEORGE are relics of Castine's military days. There are interesting geological collections in the WILSON MUSEUM.

ELLSWORTH really has quite a few things to look at, chief among them being the BLACK MANSION. This colonial home is still filled with priceless furniture and antiques, books and glassware. Old carriages are another interesting display. The house was bequeathed to the town by George Nixon Black for use as a public park and museum.

From Ellsworth, Maine 3 leads to Bar Harbor and the other famous resorts on MT. DESERT ISLAND. Like Castine, Mt. Desert Island was fought over by the French and English for nearly a hundred and fifty years. The battles began here in 1613 and were not over until Wolfe's forces captured Quebec.

The great sight of Mt. Desert Island is ACADIA NATIONAL PARK. This expanse of 15,000 acres is not only beautiful in itself, but offers magnificent views from the summit of Cadillac Mountain. A fine road leads up from the valley to the summit of the mountain, and even the most timid driver need not hesitate to drive up. There are other notable motor roads

about the island, such as the OCEAN DRIVE along the shores of Schooner and Great Heads, the MOUNTAIN DRIVE, and the SARGENT DRIVE along narrow Somes Sound.

Bar Harbor, of course, is one of the most fashionable resorts in America, and life there is correspondingly elaborate. It centers very largely around the BAR HARBOR CLUB, which was organized by six of the leading hotels. Outside the village in the BUILDING OF ARTS there is a terraced amphitheatre where well-known musicians give concerts during the summer season, and there is also a CASINO where plays are presented by a local company during the summer months. Of course, the great feature of Bar Harbor life is the SAILING, and in summer the harbor is always gay with yachts.

There are four townships on the island, although Bar Harbor overshadows them all in the public mind. One of the most charming is SOUTHWEST HARBOR. This is on SOMES SOUND, one of the most beautiful little bodies of water along the New England coast. Many people think it resembles a Norwegian fjord. On the other side of the sound is NORTHEAST HARBOR, and another popular resort is SEAL HARBOR, where John D. Rockefeller has his summer home. The Jordan Pond House here is a grand place for lobster.

The hotels are what you would expect of a resort of this kind. The largest at Bar Harbor is the Malvern, with rates from nine dollars a day, American plan. Not quite so expensive or quite so large are the Belmont (one dollar and a half per day) and the St. Sauveur (three dollars per day), both rates on the European plan. At WINTER HARBOR (across FRENCHMAN'S BAY from Bar Harbor) is the elaborate Grindstone Inn, and at Northeast Harbor, again on Mt. Desert Island, is the Rock End Hotel.

To continue north along the coast from Bar Harbor you will have to return to Ellsworth. You can do no better than to follow U. S. I. PETIT MANAN, on a peninsula stretching ten



OFF CAPE ELIZABETH



NEAR BAR HARBOR



PORLTAND HEAD LIGHT

miles out into the ocean, has an enviable reputation for freedom from hay fever. Otherwise, except for beautiful scenery and for a monument which tells you that you are now just half-way between the equator and the north pole (at JONES-PORT, reached by a detour over Maine 187), there is little to detain you until you reach Perry, where Maine 190 will take you down to Eastport.

EASTPORT is the most easterly city in the United States. It was first settled in 1780, and was captured by the British in 1814 and held by them for three years. Today it is a center of sardine and other fisheries, and is resultingly picturesque.

Here at Eastport is the famous Passamaquoddy project. This is one of the most controversial works ever undertaken by the federal government. Construction has been suspended at the time of writing, but the idea was to take advantage of the twenty-eight-foot vertical tides, which are the highest anywhere along the coast of the United States, and develop them for power purposes. It is worth while to visit Eastport just to study the model of this project in the EXHIBITION BUILDING at QUODDY VILLAGE.

From Eastport you will drive along the banks of the St. Croix River to CALAIS, the principal point of entry for people crossing the border into eastern New Brunswick, the Canadian village of St. Stephen being just across the river. The custom houses are at opposite ends of the bridge.

So many tourists cross into Canada at Calais that it may almost be considered "road's end" for most visitors, although it is far from being the end of U. S. 1. This great highway follows the ST. CROIX RIVER for some ten miles before it leaves the stream at Woodland for Princeton, Big Lake, and Long Lake. Just beyond Princeton you will pass through an INDIAN RESERVATION.

Farther north, after passing through a noted hunting and fishing region which is also still a timber-producing country,

as HOULTON will testify, you will enter the great potato-growing sections of AROOSTOOK COUNTY. Maine produces about one-sixth of the nation's potatoes—and 95 per cent of the country's blueberries, largely from wild bushes.

PRESQUE ISLE, and CARIBOU thirteen miles north from Presque Isle, are the commercial centers for this district, their names being reminiscent of the days of the "voyageur" and the huntsman.

At VAN BUREN the road turns to follow the course of the ST. JOHN RIVER to MADAWASKA, a point of entry to Canada, whence a good road leads to Rivière du Loup on the St. Lawrence. Madawaska is the most northerly point reached by U. S. 1, although the road continues along the St. John some twenty miles to FORT KENT, where this highway, said to be the first in the United States to have been paved for its entire length, finally ends.

From Fort Kent, Maine 11 leads south through a land of forests, lakes, and hills to Mattawamkeag, where it joins U. S. 2 for Bangor. It is improved for its entire length, and is largely paved.

Another route of great beauty is to drive north on U. S. 1 only as far as HOULTON. Here U. S. 2, called locally the PINE TREE TRAIL and most decidedly living up to its name, will take you through another beauty section to the Penobscot, and then along the river to Bangor. Few people following this route go direct to Bangor, though, for the road (Maine 11) to Millinocket, Mt. Katahdin, and Baxter State Park branches off at Mattawamkeag. (See page 245.)

The Lakes and Mountains of Maine

*P*ORTLAND is a convenient place from which to reach the White Mountain district of New Hampshire and the Sebago Lake district of Maine. Two excellent roads lead from Portland. Maine 25 is the most convenient for the Lake Winnipesaukee section of New Hampshire. Maine 302 is the most convenient for the White Mountains and is, I think, the pret-

tier route of the two as it leads through the SEBAGO LAKE district. There are scores of lakes in this section, of which SEBAGO LAKE, covering eighty square miles, is largest, and LONG LAKE is next. There are famous summer resorts on the way. On the direct route RAYMOND is probably the one that offers the most sights. Here there is a state fish hatchery engaged in propagating trout and salmon, and on the Raymond Cape road the old MANNING MANSION is locally famous.

NAPLES on Long Lake is another favorite resort, and a detour over Maine 11 will take you to POLAND SPRINGS, where the famous Poland Spring House and Mansion House have been crowded every summer for years. This, of course, is where Poland water comes from. All over this district there are too many good hotels and camps to be enumerated here, and the region is so close to Portland that, although it is a favorite with vacationists, it will probably be only a point on the road to the tourist on his way to the resorts of the coast or to the resorts of the mountains inland.

FRYEBURG is one of the prettiest villages in Maine. Here the canoeist will find a paradise on the SACO RIVER. Although I have never had time to try it, they swear at Fryeburg that you can enter a canoe at SWANS FALLS at the upper end of the town and, after floating or drifting downstream for fifty miles, can leave the canoe only half a mile from the starting-point. Fryeburg is also becoming famous as a winter resort. Daniel Webster once taught at Fryeburg Academy. As Fryeburg is almost on the New Hampshire line, the Maine Publicity Bureau maintains a branch there in the central square on Main Street, and if you are using this entrance to Maine, you will find it convenient to stop there for booklets and any other information you may need.

Still a third route from Portland will take you into the White Mountains, again through country of very great beauty. Maine 26 leads directly through Poland Springs and Poland to

NORWAY, reached by a short detour, and SOUTH PARIS. The South Paris Inn has good home-cooked food. Norway is another of those dignified Maine villages which, with their white houses standing under the elms, have such an indefinable charm, and is probably best-known to the world at large as the home of Mellie Dunham, the famous fiddler of old-fashioned songs and dances. Near Norway is PARIS HILL, offering fine extended views, and also MT. MICA where valuable tourmalines are mined. The tourmaline is quite an important local product. From South Paris, Maine 26 will take you through beautiful country to BETHEL where, if time possibly permits, you should go up Broad Street to PARADISE HILL. They say that Paradise Hill is so called because the top is hard to reach, although worth it when you get there! Certainly the view is magnificent. All over Maine, views will appear in the most surprising places and ways. There are many HEIGHTS OF LAND which cannot be called exactly hilltops but are rather the extreme summit of a great upsurge of rolling country, where you will climb for miles without noticing it and suddenly come out on a view stretching away over woods, lakes, and valleys as far as the eye can reach into the distance.

From BETHEL two roads lead into New Hampshire, the new one through Evans Notch (see page 189) and the more direct U. S. 2 into Gorham.

From Bangor it is now easy to reach the highest mountain, and incidentally one of the loveliest lake-and-forest districts in the state. Leaving Bangor on U. S. 2, you will follow the Penobscot River through OLD TOWN, famous for canoes, and what is even more important, through scenery of surpassing beauty to MATTAWAMKEAG. (See page 242.) Here you turn left on Maine 11 to Medway, and on Maine 157 to MILLINOCKET, an up-to-date town which boasts an airport and is the center for the fishing region of the MILLINOCKET LAKES.

A new road leads to the foot of MT. KATAHDIN, the highest

peak in Maine, with an elevation of 5,267 feet. It is quite a climb to the summit, but the athletically inclined will be rewarded with one of the most splendid views in all New England when they get there. The mountain and the forests nearby have been included in BAXTER STATE PARK.

An improved although not yet hard-paved road leads from Baxter State Park south over RIPOGENOUS DAM past many lakes to KOKADJO (a paradise for the fisherman) and finally to Greenville on Moosehead Lake. According to the latest reports I have, you will need permission to drive across the dam, so make sure about this locally before you start. Once this permission is secured (if you still need it), the fact that the road is not hard-paved need not deter you. It is good, and the scenery is marvelous.

The most direct route from Bangor to Greenville on Moosehead Lake is by Maine 15 through Dover-Foxcroft (practically twin towns) and Guilford.

For many years GREENVILLE has been the gateway to the Maine woods, and from Greenville, with a minimum of "roughing it," you can take some of the most interesting trips possible into the northern country of hills, rivers, and pines. There are two splendid canoe trips from Greenville for which a guide and a canoe can be locally engaged—the Allagash River trip and the somewhat longer St. John River trip. Both are excellent, lead you through beautiful river and lake scenery, and give you a taste of the woods with the least possible effort. (The guide does most of the work, although you really can't expect him to do it all.) Both trips end at Fort Kent on the St. John, whence there is rail or road communication back to civilization. For either trip you will have to allow a week or two, preferably two. The duration, of course, depends on your vigor and the stage of the water. Mosquitoes are apt to be troublesome.

The steamer on MOOSEHEAD LAKE from Greenville will give

you a ride of supreme beauty with no roughing whatever. It will take you to the foot of MT. KINEO where the luxurious Kineo Mountain House is one of the famous resort hotels of the United States, and in and out of many bays of this lake, which is justly considered the finest scenically in Maine. From the lake you can get good views of Mt. Katahdin, the northern end of the long Appalachian Trail.

Naturally, a body of water as large and as beautiful as Moosehead Lake has more than one resort on its shores. ROCKWOOD, which can be reached from Greenville either by steamer on the lake or by Maine 15 along the lake, is one of the best-known of these places. Here you might enjoy staying in a camp for a change. Maynard's Camps, with rates of four to six dollars a day, give you not only the comforts of a hotel but an appropriate feeling that you are roughing it, which, by the way, you are not in the least. If you prefer a hotel atmosphere, you can get it at either the Birches at six dollars a day or at the new Kineo View Hotel at from five dollars to seven-fifty. The Squaw Mountain Inn is at Greenville Junction, only a few miles from Greenville.

At Moosehead Lake you are almost exactly north of another of the great lake districts of Maine—the Belgrade Lake region. There are two good routes from Greenville to these exquisite bodies of water. One way to go is to follow Maine 15 south to GUILFORD, then take Maine 150 to Skowhegan, and from Skowhegan travel along Maine 201 to Waterville, and the lakes. The other way also starts south on route 15, but instead of continuing to Guilford you turn right at SHIRLEY MILLS to follow an unnumbered road across country to THE FORKS, where you turn left and south onto Maine 201, which without further change of number will take you to Norridgewock, Skowhegan, and Waterville, and itself will lead you past some other dainty lake scenery on the way.

NORRIDGEWOCK is one of those villages where there isn't a

single thing you feel you have to go and see whether you want to or not, and yet which, with its white houses shaded by great trees, its general air of dignified well-being, will stick in your memory long after the museums you have painstakingly admired will have been forgotten.

SKOWHEGAN is a commercial center (there is an extra good summer theatre at LAKEWOOD near by) with nothing for the sightseer. WATERVILLE, on the other hand, is not only the gateway to the Belgrade Lakes region, but is the seat of Colby College and, like Norridgewock, is one of those little towns that for general charm will stick persistently in your mind.

The BELGRADE LAKES begin only some ten miles or so north of Augusta. (See page 236.) They can hardly be considered to be in the wilds of Maine, and offer every possible amenity of resort life, plus possibilities for fishing that you would only expect to find further afield. They are famous for black bass, chinook salmon, and trout, and are kept carefully stocked by the state fisheries department.

Naturally, since the whole district is a resort, there are many good hotels and camps, with camps enormously in the majority. Lakeridge Manor, at Oakland, quotes eight dollars per day minimum, American plan, while most of the couple of dozen camps scattered about the lakes average five dollars per day, American plan. It is impossible to enumerate them all here. There are too many of them, and they all seem to be good.

When you have seen the Belgrade Lakes, drive north over Maine 27 to U. S. 2 at NEW SHARON, and continue ten miles west into FARMINGTON. Here a good road, Maine 4, takes you northeast to RANGELEY LAKE and MOOSELOOKMEGUNTIC LAKE. The RANGELEY LAKE DISTRICT comprises not only the large lakes of Rangeley and Mooselookmeguntic, but forty lakes, large and small, within a range of some ten miles. There are

many great mountains in the neighborhood, such as Mt. Abraham, 3,388 feet high, and Bigelow Mountain, 3,600 feet high. RANGELEY itself is the center for this neighborhood, and here are many good hotels and camps.

At Haines Landing the Mooselookmeguntic House is particularly well known, and so is the Barker at Oquossoc.

At Rangeley Lakes itself are some exceptionally good camps, such as Hunter Cove, Pickford's Camps, and the slightly less expensive Moontide Spring Camps. The Mooselookmeguntic House and the two camps first mentioned all have minimum rates of five dollars a day each. They are in no sense of the word motor camps but are real resorts. Overnight cabins for motorists can be found at Russell's Motor Camps.

From Rangeley Lakes, Maine 16 will take you across the state line into New Hampshire at Errol, where you can enter the White Mountains by way of Dixville Notch (see page 188), or, by returning from Haines Landing to Rumford on Maine 17 and picking up u. s. 2 there for the west, you can enter New Hampshire by way of Gilead and Evans Notch (see page 189), or proceed direct to the White Mountains via Gorham.

What to Do in Maine

There are summer theatres at Harrison (Deertrees Theatre), Ogonquit (Ogonquit Playhouse), Kennebunkport (The Garrick Players), Skowhegan (The Lakewood Theatre) and Surry (The Surry Theatre).

Naturally, most of the things to do will depend on the neighborhood in which you find yourself. Along the sea-coast, probably the greatest sport is SAILING. Almost every Maine resort is more or less a yachting center.

BATHING is, of course, popular along the ocean, although the people from central and southern United States will prob-

ably find the waters rather cold. Inland there is SWIMMING in every lake, and sailing and SPEED-BOATING are popular sports on the larger lakes.

Wherever you find yourself in Maine you will find opportunities for HORSEBACK RIDING.

HUNTING is one of the famous sports of Maine. This, naturally, is at its best in those great woods which stretch north from Moosehead Lake to the Canadian frontier. Moosehead Lake is the real center for sporting activities in northern Maine. If you are going into the lake and forest district of northern Maine you will decidedly need a guide. The game ranges from the majestic moose, which can still occasionally be shot on the few days of open season permitted in some parts of Maine, to bear and deer. Bobcats or lynx have no closed season; in fact, there is a bounty on them, and there are many foxes and rabbits. Duck shooting is famous along the Androscoggin and the Kennebec Rivers, and partridge shooting is at its best in the north.

The FISHERMAN will find this north country a paradise. There are fighting trout in practically every mountain stream and landlocked salmon in many of the lakes, particularly Sebago and Long Pond. Belgrade Lakes have almost as good fishing as any in the extreme wilds, particularly for the small-mouthed bass, and these lakes have also been recently stocked with trout and salmon. Farther north in Musquash Lake you will find the togue, and if you are taking the Allagash or St. John River trip (see page 246) you will have endless opportunities to fish for square-tailed trout.

Naturally, with its long winters, Maine is a good country for WINTER SPORTS. In the appendix you will find a list of the places where these sports have been most developed for the convenience of the tourist.

For further information about fishing, hunting, and winter sports in Maine, apply to the Maine Publicity Bureau, Port-

land, Maine. In addition to its main office in Portland, it has offices in the Bangor House at Bangor, at Fryeburg, and at York.

What to Buy in Maine

Maine is a very good state in which to buy FURS. They come down from the wilds of Maine and Canada to the better stores of Portland and Bangor, and while they are not cheap, they are perhaps less expensive than you will find them in other places.

If you feel like buying a CANOE, which after all is a typical Maine product, the works at Old Town are famous all over the world. You will see many an automobile touring Maine with a canoe lashed upside down to the top.

ANTIQUES can be bought, but, of course, are not as prevalent as they are farther south. Oddly enough, if you would like a PALM BEACH SUIT from the place where they were invented, you should buy one at Sanford. This is 14 miles inland from Wells.

Every smart resort, of course, has plenty of smart shops, and most of them charge very smart prices. There are GIFT SHOPS everywhere selling balsam pillows, toy birch-bark canoes, and every other known kind of souvenir, desirable and otherwise, that you find in gift shops the world over.

In many of the art colonies, such as the one at Ogunquit near Camden, you can buy excellent WORKS OF ART, such as painting and sculpture, which have been done in the neighborhood.

In some stores there are authentic INDIAN ARTICLES.

And Maine is so generally beautiful, and Maine villages are so attractive, I feel I must warn you now that if you can possibly afford it, you are in great danger of buying a house!

*Skip the statistics if you like,
but brush up on the history—*

26

A Few Statistics and a Little History of Maine

AREA 33,040 square miles.

POPULATION (1930) 855,000.

CAPITAL Augusta, population 17,198.

BOUNDARIES Canada (Provinces of Quebec and New Brunswick) on the north, New Brunswick on the east; Atlantic Ocean on the south; New Hampshire and the Province of Quebec on the west.

GOVERNMENT State Legislature of two houses, the Senate having 31 members and the House of Representatives 151. Maine is the only state in the Union which does not hold its elections in November. Instead, they are held in September of even-numbered years.

CLIMATE Moist—and for the latitude, cold. The summers are short, lasting only about four and one-half months, and the winters are severe. The mean summer temperature averages about 62 degrees, the mean winter temperature about 20 degrees, and the mean annual temperature about 42 degrees Fahrenheit.

NICKNAME The Pine Tree State.

LARGEST CITY Portland, population 70,810.

RAINFALL Averages 42.5 inches annually.

RANK AMONG THE STATES IN AREA—38th.

RANK AMONG THE STATES IN POPULATION—35th.

DENSITY OF POPULATION PER SQUARE MILE—25.5.

CITIES OVER 10,000 IN POPULATION—11.

A Little History

1498 The coast is probably sighted by John Cabot.

1607 A settlement is founded at the mouth of the Kennebec.

1608 The settlement is given up and the colonists return to England.

1614 The entire district is named New England by Captain John Smith, who happens by in this year.

1620 The Council for New England issues a charter covering the lands between the Merrimack and the Kennebec, under the name of the Province of Maine. This so conflicts with other charters granted, all of them being based on highly inaccurate ideas of the geography of the region, that many disputes arise.

1652 The gradual absorption of Maine by Massachusetts begins.

1672 Massachusetts extends her boundaries to the Penobscot Bay.

1691 Under the terms of a new charter, Maine is officially joined to Massachusetts. Her boundaries are extended to the St. Croix River. As this conflicts with French claims, Maine becomes a battlefield. The question is settled only when the British take over Canada.

1775 Falmouth—now Portland—is burned by the British.

1812 During the War of 1812, Eastport, Castine, Hampden, Bangor, and Machias fall to the British.

1816 Even during the Revolution there has been a steady development of the movement to make Maine a separate state. The lack of protection granted her during the War of 1812 helps to bring this issue to a head.

1819 Separation is voted.

1820 Maine is admitted to the Union as a separate state.

1910 Although the boundary line between Maine and Canada had long been effectively settled, it was still in technical dispute, but in this year arbitration settles the question once and for all, and the present boundaries of Maine are confirmed.

Appendix

MT. KATAHDIN



LIFE
IN THE
MAINE WOODS





LOW TIDE AT EASTPORT



GRANITE QUARRY AT BELFAST, ME.

Some Suggestions on Planning a Tour of New England

IT IS ALMOST HOPELESS to try to give any concise suggestions as to the best way to use a vacation, long or short, in New England. The possibilities for travel there are so endless that you can make an almost unlimited choice of places to visit in either a long or a short vacation. Each of your friends who have been there already will have his or her favorite

spot, which will be recommended to you at great length, and probably rightly so.

This is particularly true in the case of those who are going for some special reason, such as sailing, or fishing, or hunting. In view of the limitless possibilities for such sports, and the very special interests of the relatively small groups who are going to New England to enjoy them, it is impossible to cover their information requirements here. Those of their friends who are devotees of these sports can give them better advice than I can.

This series of suggestions, then, is designed to help those who wish to visit New England for sightseeing. It is intended only as a suggestion to help you decide where you can find the things that are most likely to interest you, and how best to divide your time so that you can see them easily. I do not expect any of the suggested trips I outlined here ever to be followed. Neither do I expect that you will follow to the letter the trip of your own that these of mine will perhaps help you work out. There are too many fascinating distractions along the way, and too many chances to detour, either for history, for scenery, or for a good meal, for any tour, no matter how carefully planned, to be carried out to the last degree, especially if you are traveling in your own car.

If you are not traveling in your own car, and wish to be assured of the maximum of sightseeing in the minimum of time—if you have a limited budget, and wish to know in advance exactly what your trip will cost, use rail, steamer, or bus—or a combination of all three!

Combining these means of transportation is not so difficult. You can have lots of fun in the evenings by poring over timetables and doing it for yourself, or you can let someone else do it for you, which is perhaps better.

If you wish rail tours in New England, thus covering the ground about as rapidly as possible, the tourist departments

of the New York, New Haven & Hartford Railroad, Grand Central Terminal, New York, of the Boston & Maine Railroad, Boston, Mass., or of the Maine Central Railroad, Portland, Maine, will supply you with all information possible, and will tell you not only what you can see in a surprisingly short space of time, but also how much it will cost, including hotel accommodations and sightseeing. While naturally they emphasize rail travel, they also offer interesting combinations. Here is a tour I have selected from the numerous ones offered to show what you can do if you have only a week-end. It cost, at the time of writing, less than twenty dollars in coaches, so an allowance of thirty dollars ought to leave some money over, even after paying for all those little things that will crop up!

Two-Day Trip to Boston and Surroundings

SATURDAY *	Leave New York on early morning train. Lunch in diner. Transfer to hotel. Visit Boston Common and near-by points on foot. In late afternoon depart for a motor-coach tour for the South Shore. Shore dinner at Scituate. Overnight at Boston.
SUNDAY	Morning motor tour to Lexington and Concord. Lunch at Boston. Afternoon free for visit to Museums and Library. Late train to New York. Dinner in dining-car.

The railroads offer longer tours as well, still on an all-inclusive basis. Here is one combining rail and bus and offering a surprising amount in the short space of a week. It leaves New York on Fridays in July and August, uses famous hotels, and cost at the time of writing only eighty-five dollars in coaches. Naturally, rates and schedules are subject to

* This tour can start on about any day of the week. I suggest Saturday and Sunday only because it is most likely to appeal to the week-ender.

change, so check up on both before you try to dash off and buy it.

Seven-Day Rail and Motor-Coach Tour

FRIDAY	Leave New York by early morning train. Lunch in diner. Arrive Boston in early afternoon. Transfer to hotel. Ramble afoot in old Boston, and on Beacon Hill, or visit a museum if you prefer.
SATURDAY	Leave Boston on motor-coach tour to Quincy, Weymouth, Hingham, Jerusalem Road, Cohasset, Scituate, Duxbury, and Plymouth. Lunch at Plymouth, and see Plymouth Rock and other historical sights there in the afternoon. Return to Boston for dinner, and overnight.
SUNDAY	Leave for five days by motor-coach. Drive through the North Shore resorts, the beach resorts of New Hampshire and of southern Maine to Portland for lunch. In the afternoon continue to Poland Springs for dinner and the night.
MONDAY	To Bucksport, Ellsworth, and Bar Harbor. Lunch, dinner, and overnight at Bar Harbor. In the afternoon drive to the summit of Cadillac Mountain.
TUESDAY	On into the Maine woods. Through Skowhegan to Lakewood for lunch, and then to the great Rangeley Lakes for dinner and overnight.
WEDNESDAY	A day of superb scenery. Lunch at splendid Dixville Notch, visit Bretton Woods at the foot of Mount Washington, see the Franconia Notch, the Old Man of the Mountains, and the Flume, and spend the night at North Woodstock.
THURSDAY	Through Plymouth (the New Hampshire one this time, not to be confused with the Massachusetts Plymouth you will have visited on Saturday) and along the shores of Newfound Lake to Concord (N. H.). Lunch there and continue to Boston, catching a late train to New York, with dinner in the dining-car en route.

Of course, if you still have some time and money left, and don't have to be back at the office until Monday morning, there are several fascinating extensions that might appeal to you—for instance:

THURSDAY	As on Thursday above, but stay overnight in Boston.
FRIDAY	Morning train to Woods Hole, and afternoon steamer to Martha's Vineyard or to Nantucket.
SATURDAY	A gorgeous morning of loafing and bathing, and back to Boston in the afternoon. (Or stay another night, and then go direct back to New York.)
SUNDAY	In Boston, with a trip to Lexington and Concord (Mass.). Afternoon or evening train to New York.

or for instance again:

THURSDAY	As above.
FRIDAY	By motor-coach to Provincetown on the tip of Cape Cod. Overnight there.
SATURDAY	Return to Boston.
SUNDAY	As above.

or for more instance:

THURSDAY	As above.
FRIDAY	In Boston, with a trip to Concord (Mass.) and Lexington.
SATURDAY	By regular Greyhound bus over the Mohawk Trail to Williamstown. Overnight at Williamstown.
SUNDAY	By bus to New York through Pittsfield, Lenox, Stockbridge, and Great Barrington, seeing the best of the Berkshires and the hills of Connecticut.

Naturally this does not begin to cover the possibilities. The booklet put out by the New Haven Railroad details 51 different combinations—all interesting—and obviously I cannot include them all.

Neither can I include the limitless possibilities of bus travel. The great bus companies all maintain tourist bureaus which will work out for you itineraries of any length to anywhere. They also provide all-inclusive trips. Here is one, worked out by the Greyhound system, which seems to me to be an excellent suggestion. As the first day of the tour is spent in New York, and as I am taking it for granted that you are there already, I have changed only the notations of the days, and added only a few notes of my own. The price quoted, New York to New York, including two nights' accommodations there, began at \$44.00. Any Greyhound or other bus company will be glad to quote you a price and arrange a schedule from your home town to your home town.

1ST DAY	Up the Hudson to Albany. Albany is a convenient point for passengers from the west who wish to pick up this itinerary. (If you wish to stick absolutely to New England, see if you cannot be routed north through the Connecticut Hills and the Berkshires, picking up this suggested itinerary at Williamstown, or at Burlington.)
2ND DAY	North along the Green Mountains to Burlington, arriving there in time for some independent sightseeing, and to enjoy a sunset over Lake Champlain.
3RD DAY	From Burlington through the Green Mountains and White Mountains to Bretton Woods.
4TH DAY	By earliest train to the summit of Mt. Washington and return. This trip on the cogwheel railway will be one of the great features of your tour. Board a bus for Portland on your return to Bretton Woods from the summit of Mt. Washington, passing

through Crawford Notch and the central lake district of Maine. At Portland transfer to afternoon or evening bus for Boston.

5TH DAY At Boston, taking a sightseeing tour in the city in the morning, and to Lexington and Concord in the afternoon.

6TH DAY By bus to New York, either by way of Providence and the Shore Road, or inland by way of Worcester and Springfield. Travelers returning to western points will enjoy the ride over the Mohawk Trail to Albany.

Of necessity the steamer routes to New England touch only the coastal points; therefore the possibilities of travel by these routes are more limited. However, they should be seriously considered in combination with other means of transportation. I once had a rather limited time for a motor tour in Maine, so I put myself and my car on a boat in New York, saved a day and a half of driving in traffic, and debarked at Portland fresh and ready to go the next morning. But combining the steamer with other public means of transportation, you will find that the first two-day tour listed on page 259 will be a grand experience if done this way. The only change is that you leave New York by the Eastern Steamships steamer on Friday night, and return from Boston on Sunday night by the same line. But make your reservations long in advance!

For a longer trip by steamer, combined with other transportation systems, this might appeal to you:

THURSDAY Leave New York by steamer at noon.

FRIDAY Arrive Portland in the morning. Spend the morning sightseeing in Portland. Afternoon train to Bar Harbor. Overnight at Bar Harbor.

SATURDAY At Bar Harbor, enjoying the scenery of Mt. Desert Island, and of Acadia National Park.

SUNDAY	By morning bus to Bangor. Continue in the afternoon through Newport and Waterville to the Belgrade Lakes. Overnight at Belgrade Lakes.
MONDAY	By morning bus to Portland, and afternoon bus to Boston.
TUESDAY	At Boston, with sightseeing in the city, and to Lexington and Concord.
WEDNESDAY	Sightseeing trip to the South Shore and Plymouth. Wednesday night boat to New York.
THURSDAY	Arrive New York in time for the office.

Also to be seriously considered by the traveler who wants to know in advance just what his trip will cost, and at the same time wishes to be relieved of all responsibility, are the conducted tours by motor-coach run by several companies. Any travel agent can tell you about them. Tauck Tours, with offices at 475 Fifth Avenue, New York, and 1512 Walnut Street, Philadelphia, are specialists in these. They offer tours of from three to seven days, visiting the most interesting sections which can possibly be reached in that length of time, and giving you the benefit of a conductor who takes care of all hotel reservations, luggage, and sightseeing from the departure to the return.

Although the foregoing may give you a faint idea of what it is possible to do by train, bus, or steamer, the tours are frankly designed for the traveler in a hurry. All of them are good, and all of them could be improved by staying longer in the places listed. But most of us, being faced with the necessity of making a living, never can get quite all the time we want to take off.

However, most of us have two precious weeks a year, and a lot of us have a car, old or new; and, as the automobile is after all the best way to see New England, I am going to suggest what I would do if I lived in the neighborhood of

New York and had two weeks to spend (and couldn't leave until some time on Saturday afternoon!).

SATURDAY By the parkways and the shore road to New Haven, planning to stop overnight there and really *see* the place, no matter how much the road might beckon me further on.

SUNDAY Get up as late as I please, and then drive along u. s. 1, stopping to look at anything which might interest me, through New London and Narragansett Pier to Providence. See some of the interesting things there.

MONDAY To Newport. Have time there for the shore drive, a stroll along the Cliff Walk, a visit to the Navy Yard, see anything else I have time for, and after a leisurely lunch proceed through New Bedford, along the shores of Buzzards Bay, across the Cape Cod Canal, and back along the eastern shore of Buzzards Bay to Falmouth.

TUESDAY After a morning swim at Falmouth, drive to Woods Hole. Park the car there and take the afternoon boat to Nantucket.

WEDNESDAY Spend the day at Nantucket doing nothing but bathe, golf, or loaf.

THURSDAY By morning boat to Woods Hole. See the interesting things there, lunch, pick up the car, and drive along the south shore of Cape Cod to Provincetown.

FRIDAY Back along the north shore of Cape Cod to Plymouth for lunch. See the sights there and continue to Boston through Marshfield, Scituate, Cohasset, the Jerusalem Road, and Quincy.

SATURDAY AND SUNDAY In Boston, with sightseeing in the city, and to Lexington, Concord, and the Wayside Inn.

MONDAY To Marblehead, Salem, Gloucester, Cape Ann, Ipswich, Newburyport, and Portsmouth for the

night. The distance is short. The interest is so great that if you stop to see half the things I have noted about these towns you will find it a long day's drive.

TUESDAY Along the Maine coast resorts to Portland. Afternoon there, with a visit to Cape Elizabeth, or a steamer trip on Casco Bay.

WEDNESDAY Along the coast of Maine to Bar Harbor.

THURSDAY To Bangor, and by u. s. 2 through Newport, Skowhegan and Waterville to Belgrade Lakes for lunch. In the afternoon continue on u. s. 2 to Gorham, and then either to Glen, driving to the summit of Mt. Washington, or through Pinkham and Crawford notches to Bretton Woods, for the sunset train over the cogwheel railway to the summit. Overnight on Mt. Washington.

FRIDAY Return to the base of Mt. Washington very sleepy after getting up to see the sunrise! (The feeling wears off in time.) Then through the Franconia Notch, seeing the Old Man of the Mountain, the Flume, and Lost River, and proceed to Lake Winnipesaukee for lunch and an afternoon steamer ride on the lake. To Hanover for the night.

SATURDAY On u. s. 4 across the Green Mountains to Rutland. Then south by u. s. 7 to Bennington, Williams-town, and over the Mohawk Trail to Greenfield.

SUNDAY Through Northampton and Holyoke to Hartford. Pick up u. s. 6 through Danbury, Croton Falls, and the parkways back to New York.

Now, while that is what I would do if I wanted a general view of New England on a first visit, and although I think it includes the most interesting features of these states, it confessedly has some awful gaps in it. There is little emphasis on the Maine woods and mountains; there is much of interest that is skipped in New Hampshire; the other three states of

Connecticut, Rhode Island, and Massachusetts offer many things that I have regretfully had to disregard. So use this only as a suggestion, and let your own interests decide what you want to do.

For I have tried, in making up this suggestion, to offer something that would interest everybody, somewhere or other. In doing so I have written a sort of *table d'hôte* menu of New England possibilities—and in the long run *à la carte* is far more satisfactory! So, using this whole book as a menu, decide what interests you, and plan your trip accordingly. If your interest is historical, plan your longer stays for places like Boston, Plymouth, or Bennington; if it is in the antique, allow plenty of time for the towns which run heavily to old houses and museums; if it is scenery you want, the coast of Maine, and the lakes and mountains of New Hampshire, Maine, Vermont, or western Massachusetts or Connecticut will appeal to you; and if it is recreation, you will want to plan your overnight stops at the larger resorts, where you will find summer theatres and dancing to occupy your evenings, and golf, riding, sailing, or bathing to occupy your days. But rest assured, whichever you want, New England has it to offer, and if this book has succeeded in telling you not all the places where each item on New England's varied menu can be found, but where enough of them to give you a good time can be found, it will not have been written in vain.

A Little Information About Winter Sports Centers

WINTER SPORTS are becoming an industry as well as an amusement. Hardly a town in New England that can expect any snow at all during the winter does not possess a "ski trail" more or less cleared and developed. It would be impossible to list them all here, so I will content myself with mentioning those places where SKI JUMPS make the sport

spectacular for the onlooker and where ski tows eliminate the uphill effort, and thus make skiing easy for the participant. If you wish a complete list of ski trails, a note to the Winter Sports Committee, New England Council, Statler Building, Boston, Mass., will bring you a copy of the 72-page *Skier's Guide to New England*, which enumerates more than you will ever be able to try during one average lifetime.

Towns With Ski Jumps

MAINE	Guilford-Belknap Mountains	East Ryegate
Andover	Hanover-Dartmouth College	Hancock-Rochester
Auburn-Lewiston	Hillsboro	Lake Morey
Bangor	Jackson	Lyndonville
Bethel	Lancaster	Middlebury
Bridgton	Lebanon	Newport
Camden	Lincoln	Northfield
Fort Fairfield	Littleton	Putney
Lewiston-Auburn	Milton	Rochester-Hancock
North Bridgton	New Boston	Springfield
Rumford	New Hampton	St. Johnsbury
	Newport	Stowe
NEW HAMPSHIRE	Peterborough	Windsor
Alstead	Pinkham Notch-Gorham	Woodstock
Bath	Tamworth	
Belknap Mountains-Guilford	Walpole	MASSACHUSETTS
Berlin	Whitefield	Greenfield
Canaan	Wolfeboro	Hinsdale
Claremont	Woodsville	Huntington
Conway		Melrose
Dartmouth College-Hanover		Milton
Derry	VERMONT	New Ashford
Durham	Barton	South Lee
East Jaffrey	Bradford	Williamstown
Franconia	Brattleboro	Woburn
Gorham-Pinkham Notch	Burlington	
	Chester	CONNECTICUT
		Colebrook
		Norfolk
		Salisbury

Towns Having Ski Tows

MAINE	Gorham-Pinkham Notch Guilford-Belknap Mountains Hanover-Dart- mouth College Intervale Jackson Lancaster Lebanon Lincoln Lisbon Littleton Manchester Milford Milton New Boston New London Newport North Conway North Grantham North Woodstock Orford Ossipee Peterborough Pinkham Notch- Gorham Pittsfield Plymouth Rochester- Farmington Tamworth- Chocorua Uncanoonuc Mts.- Goffstown West Rumney Whitefield	Wolfeboro Woodsville
		VERMONT
Bangor	Barre	
Bar Harbor	Bellows Falls	
Bridgton	Bennington	
Camden	Bradford	
Casco	Braintree Valley	
Fryeburg	Brandon-Goshen	
Harrison	Brattleboro	
North Berwick	Bristol	
Norway-South Paris	Cavendish	
Rangeley	Chester	
South Paris-Norway	East Dorset-	
Waterville	Manchester	
NEW HAMPSHIRE	Fair Haven	
Alton	Goshen-Brandon	
Amherst-Bedford	Hancock-Rochester	
Bartlett	Ludlow	
Bedford-Amherst	Manchester-East	
Belknap Mountains- Guilford	Dorset	
Berlin	Middlebury	
Bristol	Montpelier	
Brookline	Newport	
Chocorua- Tamworth	Northfield	
Conway	Peru	
Dartmouth College- Hanover	Putney	
Deerfield	Randolph	
Epping	Rochester-Hancock	
Farmington- Rochester	Rutland-	
Franconia	Shrewsbury	
Franklin	Stowe	
Goffstown-	Waterbury	
Uncanoonuc Mts.	West Hartford	

MASSACHUSETTS	Huntington	Tyngsborough
Blandford	Lenox	West Hawley
Charlemont	North Adams	Williamstown
Great Barrington	Pittsfield	Worcester
Haverhill	Princeton	

More ski tows are being built!

A Short Reference List of Hotels

THE FOLLOWING LIST represents a selection made after personal inspection and from information received from various sources. Since it is designed merely to offer acceptable hotels of various grades and price ranges for handy reference, it does not pretend to be a complete listing of the hotels in the different localities. The omission of a hotel from this list in no sense implies any criticism of the establishment.

The rates quoted here and elsewhere in this book are from late publications or advertisements of the hotels mentioned. As all rates are subject to change, and since, in spite of every possible precaution, errors may have crept in, they are not guaranteed. All rates are *minimum*.

“A” after the name of a hotel indicates that it is operated on the American plan, and “E” indicates that it is operated on the European plan. Many of the hotels marked “E” offer American-plan service and rates as well.

Connecticut

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
BRANFORD	Montasco Inn A	40	....
	Montowese House	150	\$4.50
	Owenego Inn A	40	4.00
BRIDGEPORT	Barnum E	200	3.00
	Howard E	50	1.50
	Stratfield E	400	3.00
DANBURY	Hotel Green E	120	1.50
	White Turkey Inn E	24	3.00
GREENWICH	Kent House A	100	8.00
	Maples Hotel A	50	5.00
	Pickwick Arms E	110	3.00
GUILFORD	Sachem's Head Hotel A	75	5.00
HARTFORD	Hotel Bond E	450	2.50
	Hotel Garde E	200	2.00
	Heublein Hotel E	...	2.50
KENT	Bull's Bridge Inn A	40	3.00
	Haring Farm Inn A	40	3.00
	Kent Inn A	30	3.00
	Petit Chalet Inn A	...	4.50
	The Shining Windows A	10	4.00
NEW HAVEN	Garde E	250	1.50
	Royal E	150	1.50
	Taft E	450	3.00
NEW LONDON	Crocker House E	150	2.00
	Griswold A	400	7.00
	Mohican E	250	2.50

Connecticut (Cont.)

Town	Name of Hotel	Number of Rooms	Minimum, per Day
NIANTIC	Morton E	75	\$2.00
NORWALK	General Putnam Inne E	...	2.50
NORWICH	Norwich Inn E	75	2.00
	Wauregan Hotel E	150	1.50
OLD LYME	Boxwood Manor A	90	5.00
	Old Lyme Inn A	60	4.50
PINE ORCHARD	Sheldon House A	60	6.00
RIDGEFIELD	Outpost Inn A	25	....
	Ridgefield Elms Inn A	40	4.00
SALISBURY	White Hart Inn E	30	2.00
SAYBROOK	Riversea Inn A	30	5.00
SIMSBURY	Pettibone Tavern E	...	3.50
STAMFORD	Davenport E	100	1.75
	Roger Smith E	135	2.00
STONINGTON	Thomas Hardy Inn E	130	....
WATERBURY	Hotel Elton E	175	2.00
	Kingsbury E	100	1.50

Maine

AUGUSTA	Augusta House E	200	2.00
BANGOR	Bangor House E	200	1.50
	Penobscot Exchange E	150	2.00
BAR HARBOR	See Mt. Desert.		
BATH	Phoenix Hotel E	50	1.50
BELFAST	Colonial Inn E	...	1.50
	Windsor E	70	1.00
BELGRADE LAKES	Belgrade A	200	6.00
	Hillside Camp Club A	48	4.00
	Jamaica Point Hotel & Camp A	60	4.00
	Lakeshore A	80	5.00
	Woodland Camps A	...	4.00
BETHEL	Bethel Inn A	75	7.00

Maine (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
BIDDEFORD	New Rocks Hotel A	...	....
	Ocean View Hotel A	65	\$4.00
	Sea View Inn A	70	....
	Thacher Hotel E	100	1.50
BLUE HILL	Blue Hill House A	...	3.50
BOOTHBAY HARBOR	Bayville Inn A	30	....
	Boothbay House A	75	4.00
	Fullerton A	51	4.50
	Green Shutters A	50	3.50
	Oak Grove A	150	4.00
	Spruce Point Inn A	65	5.00
	Sprucewold Lodge A	35	4.50
BRUNSWICK	Eagle Hotel E	50	1.50
BUCKSPORT	Jed Prouty Tavern A	25	3.50
CALAIS	St. Croix Hotel E	60	1.50
CAMDEN	Edwards Hotel A	25	4.50
	Whitehall Inn A	42	6.00
CARIBOU	Vaughan House A	74	4.00
CASTINE	Acadian A	80	3.50
	Castine Inn A	25	3.75
CHRISTMAS COVE	Holly Inn A	150	5.00
	Russel House A	35	3.00
DAMARISCOTTA	Fiske House A	...	....
DARK HARBOR	Islesboro Inn A	86	....
DEER ISLE	The Ark A	...	....
	Bayview Hotel A	...	....
	The Firs A	40	3.00
EASTPORT	East Hotel E	...	1.50
	Quoddy Hotel E	25	1.00
ELLSWORTH	Hancock House E	50	1.50
FORT KENT	Acadia Hotel E	42	1.00
FRYEBURG	Fryeburg Tavern A	...	3.50
GREENVILLE	Greenslope A	...	5.00
	Spencer Bay Camps A	...	6.00

Maine (Cont.)

Town	Name of Hotel	Number of Rooms	Minimum, per Day
GREENVILLE JUNCTION	Kidney Pond Camps A	...	\$5.00
	Piscataquis Exchange Hotel E	50	1.00
	Squaw Mountain Inn A	110	6.00
GUILFORD	Braeburn Hotel E	50	1.00
HOULTON	Exchange Hotel E	54	1.00
	Northland Hotel E	500	2.50
KENNEBUNK	Greenleaf E	25	2.00
	Tavern E	45	1.50
KENNEBUNK BEACH	Atlantis A	100	....
	Bass Rock Hotel A	48	4.00
	Granite State House A	48	3.00
	Narragansett Hotel A	100	7.00
	Seaview House A	60	....
	Wentworth House A	60	4.00
KENNEBUNKPORT	Arundel A	...	6.00
	Breakwater Court A	120	6.00
	Forest Hill Hotel A	30	3.50
	Glen Haven A	75	3.00
	Nonantum Hotel A	75	7.00
	Old Fort Inn A	150	5.00
	Riverside A	40	5.00
	Sagamore A	48	....
	Shawmut A	...	....
KITTERY POINT	Pepperell Hotel A	65	3.00
MOUNT DESERT	At Bar Harbor	Belmont Hotel E	125
		De Gregoire Hotel A	35
		Malvern Hotel A	200
		Mount Desert Inn E	...
		St. Sauveur Hotel E	70
	At Northeast Harbor	Asticou Inn A	53
		Kimball House A	150
		Rock End Hotel A	100
At Seal Harbor	Seaside Inn A	125	5.00
	At Southwest Harbor	Claremont House A	50
		Dirigo Hotel A	50
		Ocean House A	50
			4.50

Maine (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
NAPLES	Bay of Naples Hotel A	150	\$6.00
	Chute Homestead and Camps A	...	5.00
	Lake House A	60	3.00
	Naples Hotel A	...	3.00
	Proctor House A	57	4.00
NORTHEAST HARBOR	See Mt. Desert.		
OAKLAND	Woodrest Camp A	...	3.25
OGONQUIT	Aspinquid Hotel A	60	4.00
	Cliff House A	100	5.00
	High Rock House A	33	4.00
	Lookout Hotel A	150	6.00
	Riverside Hotel A	71	4.00
OLD ORCHARD BEACH	Sparhawk Hall A	160	5.00
	Abbott A	35	4.00
	Atlantic A	52	4.00
	Brunswick A	75	5.00
	Empire A	150	4.50
	Everett E	65	1.00
	Lafayette E	100	2.00
	Ocean House E	50	2.00
	Old Orchard House A	250	4.00
POLAND	Sea View Inn E	...	1.50
	Summit Springs Hotel A	175	7.00
POLAND SPRINGS	Poland Spring House A		
	Mansion House A	440	7.00
PORTLAND	Congress Square E	330	2.50
	Eastland E	419	2.50
	Falmouth E	200	1.50
	Lafayette E	250	2.50
PRESQUE ISLE	Northeastland E	75	2.00
	Whidden's Lodge E	...	1.00
PROUT'S NECK	Black Point Inn A	75	8.00
	Cammock Hotel A	30	4.00
RANGELEY	Badger's Dodge Pond Camps A	30	5.00
	Mingo Spring Hotel & Camps A	100	5.00
	Rangeley Lake Hotel A	200	6.00
	Rangeley Tavern A	75	5.00
	True's Camps A	...	5.00

Maine (Cont.)

Town	Name of Hotel	Number of Rooms	Minimum, per Day
RANGELEY LAKES	Mooselookmeguntic House A	125	\$5.00
RAYMOND	Crockett House A	35	3.00
	Lloy Homestead A	...	3.50
	Silversands Lodge A	...	8.00
ROCKLAND	SamOset A	175	6.00
	Thorndike E	80	1.50
ROCKWOOD	Birches A	40	5.00
	Gaudet's Lakeside Inn A	...	5.00
	Maynard's Hotel A	30	4.50
	New Kineo View Hotel A	...	5.00
	Seboomok House A	30	3.50
SACO	Bayview House A	87	5.00
	Chadbourne E	30	1.00
SCARBOROUGH	Atlantic House A	90	5.00
	Higgins Inn A	50	4.00
SEAL HARBOR	<i>See</i> Mt. Desert.		
SEBAGO	Sebago Lake House E	30	1.50
SKOWHEGAN	Lakewood Inn E	...	2.50
	New Skowhegan House E	40	1.50
SOUTH PARIS	South Paris Inn A	...	4.50
SOUTHWEST HARBOR	<i>See</i> Mt. Desert.		
SQUIRREL ISLAND	Squirrel Inn A	90	5.00
VINAL HAVEN	Bridgeside Cottage A	25	3.00
	Rockaway Inn A	...	4.00
WALDOBORO	Butter Point Farm A	...	3.00
WATERVILLE	Crescent Hotel E	60	1.00
	Elmwood Hotel E	150	2.00
WINTER HARBOR	Dolphin Inn E	...	1.00
	Grindstone Inn A	130	5.00
WISCASSET	Wiscasset Inn A	36	5.00
YARMOUTH	Drinkwater Inn A	50	3.00
	Homewood Cottages A	39	5.00

Maine (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
YORK	Algonquin Hotel A	25	\$3.50
	Anchorage A	65	4.00
	Breakers A	...	....
	Emerson A	100	6.00
	Harmon Hall A	50	5.00
	Marshall House A	200	7.00
	Ocean House E	114	....
	York Plaza E	52	1.50
	Yorkshire Inn A	50	4.00
	Young's Hotel A	100	5.00

Massachusetts

AMHERST	Lord Jeffery E	75	2.00
ANDOVER	Shawsheen Manor E	...	....
BARNSTABLE	Cap'n Grey's Hotel A	...	5.00
BOSTON	Bellevue E	300	3.00
	Brunswick E	250	2.00
	Buckminster E	250	2.50
	Copley-Plaza E	500	4.00
	Essex E	400	1.50
	Kenmore E	400	3.50
	Lenox E	250	2.00
	Manger E	500	2.50
	Parker House E	600	3.50
	Ritz-Carlton E	300	5.00
	Somerset E	275	4.00
	Statler E	1,300	3.50
	Touraine E	300	3.50
	Vendome E	240	3.00
	Victoria E	200	2.50
	Westminster E	250	2.00
CAMBRIDGE	Commander E	320	3.00
	Continental E	300	3.00
CHATHAM	Chatham Bars Inn A	45	8.00
	Hawthorne Inn A	40	4.00
	Hotel Mattaquason A	120	6.00
CONCORD	Colonial Inn A	35	4.00

Massachusetts (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
DENNIS	At the Sign of the Motor Car	...	....
	The Willows A	...	\$4.00
EDGARTOWN	<i>See</i> Martha's Vineyard.		
FALMOUTH	Cape Codder A	150	5.00
	Elm Arch Inn A	...	5.50
	Oak Crest Inn A	70	3.50
FALMOUTH HEIGHTS	Park Beach Hotel A	100	5.00
	Terrace Gables A	110	6.00
	Wellsmere Inn	25	6.00
FITCHBURG	Raymond E	200	2.00
GARDNER	Colonial E	100	2.25
GLOUCESTER & EAST GLOUCESTER	Delphine A	48	....
	Harbor View A	140	5.00
GREAT BARRINGTON	Hawthorne Inn A	400	5.00
	Moorland A (at Bass Rocks)	70	5.00
	Tavern E	30	2.50
	Berkshire Inn A	100	5.00
	Jug End Barn A	...	3.50
GREENFIELD	Miller Hotel E	75	2.00
	Oakwood Inn A	40	5.00
	Weldon Hotel E	175	2.00
	Melrose Inn A	35	4.00
HYANNIS	Snow Inn A	60	5.00
	Coffee House A	50	2.50
	Hyannis Inn E	35	2.50
	Lewis Bay Lodge A	50	5.00
	Mayflower Hotel E	70	3.00
LYNN	Edison Hotel E	100	2.00
LENOX	Curtis Hotel E	88	3.00
MAGNOLIA	Oceanside A	250	5.00
MARBLEHEAD	Marblehead Hotel A	100	4.00
	The Rockmere E	...	....

Massachusetts (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
MARThA'S VINEYARD			
<i>At Edgartown</i>	Colonial Inn A	85	\$5.00
	Harborside Inn A	50	5.00
	Harbor View Hotel A	120	7.00
<i>At Oak Bluffs</i>	Island House E	100	2.50
	New Ocean View A	60	6.00
	Pequot House A	60	4.50
	Sea View A	50	4.50
	Wesley House A	100	4.50
<i>At Vineyard Haven</i>	Havenside A	...	4.50
	Mansion House A	50	4.50
	Tashmoo Inn A	70	5.00
NANTUCKET			
<i>At Nantucket</i>	The Breakers A	...	....
	Crest Hall A	50	4.00
	Ocean House A	85	....
	Roberts House A	35	4.50
	Sea Cliff Inn A	...	6.00
	Ship's Inn A	35	5.00
	Wauwinet House A	32	7.00
	White Elephant A	100	....
<i>At Siasconset</i>	Beach House A	100	6.00
	Old 'Sconset Inn A	50	5.00
NEW BEDFORD	New Bedford Hotel E	200	2.50
NORTHAMPTON	Draper Hotel E	100	1.50
	Northampton E	125	2.00
OAK BLUFFS	<i>See</i> Martha's Vineyard.		
ONSET	Longwood Garden Hotel A	69	5.00
	Onset Hotel A	52	3.50
	Pine Tree Inn A	62	5.00
ORLEANS	Southward Inn A	...	5.00
PITTSFIELD	Hotel Allen E	70	1.50
	Breezy Knoll Inn A	75	2.00
	Wendell Hotel E	330	2.00
PLYMOUTH	Mayflower Hotel A	100	7.00
	Pilgrim A	100	5.00
	Plymouth Rock E	70	1.50
	Somerset E	75	1.50

Massachusetts (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
PROVINCETOWN	Gifford House A	45	\$5.00
	Provincetown Inn A	50	5.00
SALEM	Hawthorne Hotel E	150	2.50
SHEFFIELD	Sheffield Inn A	39	4.00
SIASCONSET	<i>See Nantucket.</i>		
SPRINGFIELD	Charles E	400	1.50
	Kimball E	400	2.00
	Stonehaven E	250	3.00
	Worthy E	250	1.50
STOCKBRIDGE	Heaton Hall A	100	7.00
	Red Lion Inn A	150	7.00
SWAMPSMOTT	New Ocean House A	300	6.00
VINEYARD HAVEN	<i>See Martha's Vineyard.</i>		
WELLESLEY	Wellesley Inn E	62	2.50
WIANNO	Wianno Club A	100	8.00
WINCHENDON	Toy Town Tavern A	60	6.00
WOODS HOLE	Breakwater A	42	5.00
WORCESTER	Bancroft E	500	2.50
	Worcester Hotel E	75	2.00
WORONOCO	Strathmore Inn A	40	4.00

New Hampshire

ALTON BAY	Alton Bay Inn A	40	4.00
	Oak Birch Inn A	50	4.00
BARTLETT	Howard House E	36	1.50
BERLIN	Berlin House E	75	1.00
	Costello Hotel A	60	4.00
BETHLEHEM	Agassiz A	125	5.00
	Alpine A	30	4.00
	Howard House A	110	5.00
	Maplewood Club A	500	6.00
	Sinclair A	140	5.00
	Upland Terrace A	100	5.00
	Bretton Arms A	150	....
BRETTON WOODS	Mount Washington A	400	8.00

New Hampshire (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
CHOCORUA	Chocorua Inn A	70	....
COLEBROOK	Monadnock A	60	\$4.50
CONCORD	Eagle E	100	2.00
CONWAY	Presidential Inn A	50	3.75
CRAWFORD NOTCH	Crawford House A	175	6.00
DIXVILLE NOTCH	The Balsams A	375	7.00
DUBLIN	Dublin Inn A	...	....
	French's Tavern A	30	6.00
EXETER	Exeter Inn E	49	3.50
GORHAM	Mt. Madison A	100	4.50
HAMPTON BEACH	Cutler's Sea View A	75	4.50
HANOVER	Hanover Inn E	100	2.00
HOLDERNES	Asquam Hotel A	80	5.00
	Holderness Inn A	70	4.00
INTERVALE	Emerson Inn A	25	4.00
	Foss Croft Hotel A	...	....
	Intervale Inn A	28	....
	Pendexter Mansion A	47	3.50
JACKSON	Eagle Mountain House A	125	4.50
	Gray's Inn A	150	4.00
	Wentworth Hall A	250	10.00
JAFFREY	The Ark A	50	3.50
	Half Way House A	30	3.50
	Shattuck Inn	100	4.00
JEFFERSON	Waumbek A	220	5.00
KEENE	Ellis Hotel E	75	1.75
LACONIA	Laconia Tavern E	75	1.75
	Mt. Belknap Hotel A	50	4.00
LINCOLN	Lincoln Hotel E	80	....
LITTLETON	Chiswick Inn E	46	1.50
	Thayer's Hotel E	60	1.50
MANCHESTER	Carpenter E	212	2.50
MEREDITH	Rambler Inn A	...	3.00
	Winnipesaukee Home- stead A	...	3.00

New Hampshire (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
MOUNT WASHINGTON	Summit House A	40	\$7.00
NASHUA	The Tavern E	50	2.00
NEW CASTLE	Sea Breeze Inn A	25	5.00
NEW LONDON	Glengae Hotel A	25	3.00
	Lakeside Lodge A	50	4.00
	New London Inn A	60	4.00
	Red Gables Inn A	50	3.50
NEWPORT	Newport House A	60	4.00
	Winston Hotel E	40	1.50
NORTH CONWAY	Eastern Slope Inn A	125	8.00
	Edgewood A	25	3.00
	Forest Glen Inn A	50	....
	Kearsarge Hall A	45	3.50
	White Horse Villa A	26	3.00
NORTH WOODSTOCK	Alpine A	120	5.00
	Deer Park A	75	4.00
	Fairview A	45	3.50
	Franconia A	50	6.00
	Greenleaf Inn A	40	3.50
	Russell House A	28	4.50
PETERBOROUGH	The Tavern E	40	2.00
PLYMOUTH	Pemigewasset House	60	6.00
PORTSMOUTH	Rockingham Hotel E	100	1.50
	Wentworth-by-the-Sea A	260	8.00
RANDOLPH	Ravine House A	100	5.00
RYE BEACH	Drake House A	25	6.00
	Farragut A	120	6.00
	Harrington A	70	6.00
SUNAPEE	Ben Mere Inn A	100	4.00
	Granliden A	150	6.00
	Indian Cave Lodge A	74	4.00
	Soo Nipi Park Lodge A	200	6.00
	Sunapee Harbor Hotel A	50	....
TWIN MOUNTAIN	Twin Mountain House E	100	1.50
WARREN	Moosilaukee Inn A	80	4.00

New Hampshire (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum per Day</i>
WEIRS (THE)	Lakeside A	60	\$3.50
	Samoset E	25	1.50
	Winnecoette A	35	4.00
WHITEFIELD	Mountain View House A	185	7.00
WOODSTOCK	See North Woodstock.		

Rhode Island

BRISTOL	Belvedere E	100	1.50
NARRAGANSETT PIER	Carlton Hotel E	30	3.50
	Green Inn A	50	6.00
	Massasoit Hotel A	100	5.00
	Ocean View E	25	6.00
NEWPORT	La Forge Hotel and Cottages A	60	7.00
	Muenchinger-King A	70	9.00
	Viking E	125	3.00
	Crown E	200	2.00
PROVIDENCE	Minden E	200	3.00
	Providence-Biltmore E	600	3.50
	Narragansett Inn E	25	6.00
WATCH HILL	Ocean House A	160	7.00
WESTERLY	Elm Tree Inn E	55	1.50
WICKFORD	Beechwood A	...	....
	Cold Spring House A	36	....

Vermont

BARRE	Barre Hotel E	80	1.50
	David Gale Inn E	...	2.00
BELLOWS FALLS	Windham Hotel E	56	1.75
BENNINGTON	Monument Inn E	...	....
	Putnam Hotel E	75	1.50
	Walloomsac Inn A	60	5.00
BRADFORD	Bradford Inn E	50	1.50
BRANDON	Brandon Inn A	110	4.50
BRATTLEBORO	Billings Hotel E	75	1.25
	Brooks Hotel E	100	1.50

Vermont (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
BURLINGTON	Allenwood Inn A	25	\$7.00
	Oakledge Manor A	40	3.75
	Van Ness House E	150	1.50
	Vermont Hotel E	200	2.00
CANAAN	Marshall's Tavern A	...	5.00
DORSET	Barrow's House A	30	5.00
	Dorset Inn A	50	6.00
FAIRLEE	Bonnie Oaks Inn A	100	5.00
	Lake Morey Inn A	125	6.00
	Rutledge Inn A	30	4.00
GRAND ISLE	The Villa A	35	5.00
JEFFERSONVILLE	Smuggler's Notch Inn E	...	1.00
LAKE BOMOSEEN	Cedar Grove Hotel A	85	4.00
	Pine Cliff Lodge E	40	1.50
	Prospect House A	132	5.00
LAKE DUNMORE	Lake Dunmore Hotel A	130	5.00
MANCHESTER	Equinox House A	300	10.00
	Green Mountain Hotel A	25	4.00
	Macnaughton's Hotel A	28	6.00
	Manchester Inn E	30	1.50
	Orvis Inn A	31	4.50
	Worthy Inn A	100	5.00
MIDDLEBURY	Middlebury Inn E	75	2.00
MONTPELIER	Montpelier Tavern A	60	3.75
	Pavilion Hotel A	126	4.00
NEWFANE	Newfane Inn A	25	3.50
NEWPORT	Camp Elizabeth Hotel A	40	3.75
	Lakewood Hills Club A	...	5.00
	The Newport E	117	1.50
	Pine Bluff Lodge A	...	4.00
PUTNEY	Evergreen Lodge A	...	....
RANDOLPH	Maples Hotel A	30	4.00
	Randolph Hotel E	30	1.50
RUTLAND	Bardwell Hotel E	100	1.50
	Berwick Hotel E	110	1.75
	Crestwood E	35	2.00

Vermont (Cont.)

<i>Town</i>	<i>Name of Hotel</i>	<i>Number of Rooms</i>	<i>Minimum, per Day</i>
ST. ALBANS	The Tavern E	75	\$2.00
ST. JOHNSBURY	St. Johnsbury House E	84	1.50
STOWE	Green Mountain Inn A	25	3.50
	The Lodge A	30	5.00
	Mt. Mansfield Hotel A	50	4.50
VERGENNES	Basin Harbor Lodge A	75	4.00
	Stevens House A	100	4.00
WESTMINSTER	Westminster Inn A	...	5.00
WILMINGTON	The Tavern A	60	3.50
WINDSOR	Windsor House E	55	1.50
WOODSTOCK	Kedron Tavern A	35
	White Cupboard Inn E	...	1.50
	Woodstock Inn A	90	7.00

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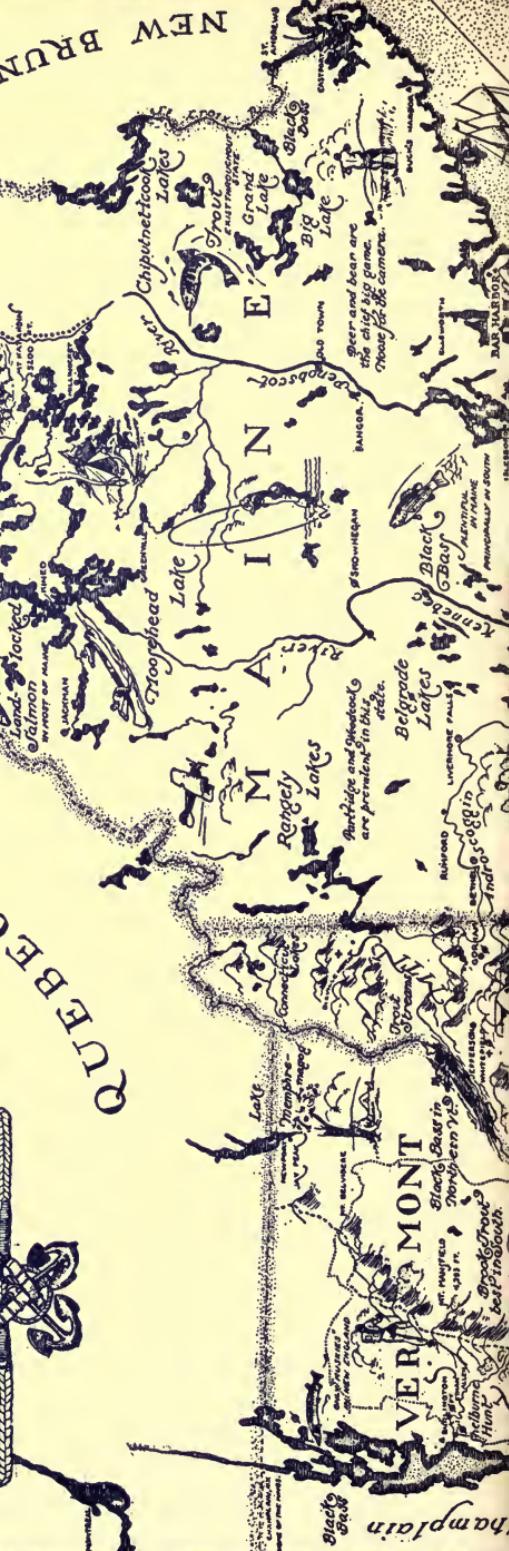
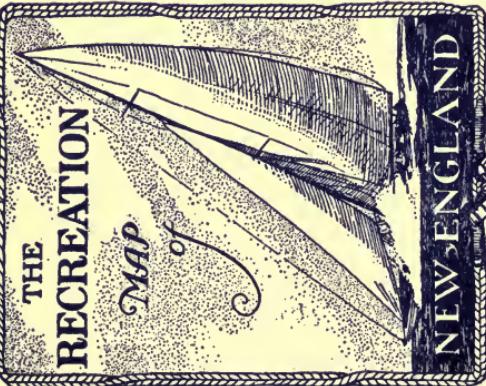
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